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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

February 16th—22nd, 1984
Volume 19, Number 7

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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 19, Number 7 February 16th, 1984

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ABOUT THE COVER:

A big mako explodes alongside the Seaford based charter boat, *3 Sea Sons* as Captain Frank Signorelli attempts to get things under control. The article on page 80 will tell you how to build your own shark rod while *Choosing A Trailerable Offshore Boat* on page 42 will help you get out to where the action is.

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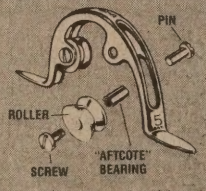

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EDITORIAL

STATE SURPLUS SHOULD GO TO PARKS

On Wednesday, January 4, 1984, Governor Cuomo gave his State of the State address. We were pleased with the Governor's declared intention to funnel money into the Jones Beach renovation effort since Long Island State Parks have been neglected for many years. We also were pleased with reports that there may be up to a $200 million state budget surplus. The projected surplus will allow for support of agencies and projects that have been neglected for a protracted period of time.

We have previously written that state government has been under social and economic pressure to spend money in areas that appear to address social and economic concerns. As a result, some government agencies such as the Parks, Recreation, and Historical Preservation Commission and Environmental Conservation have experienced significant loss of operating abilities. Although we can appreciate the need for some of these actions, it is also clear to us that an effort must be made to adjust these injustices when a budgetary surplus occurs.

Our investigation has uncovered some interesting facts that we believe are very pertinent to this opinion and support the demand that part of the surplus be awarded to the Long Island State Parks and Recreation Commission. First, we must understand that all government agencies have a constituency. That is, for each government agency and dollar spent there is a group of people who benefit from the actions of the agencies and the dollars spent. Many state agencies have large and well-organized constituencies, thus they are able to influence operation of these agencies and the budgetary structures of these agencies. Parks and Recreation has one of the largest, if not the largest, constituencies, but it is also true that this constituency is the least organized because the people have varied interests and isolated usage patterns. We have discovered that each year about 50 million people use the State Parks. Of this huge total, about one-half use Long Island State Parks, or about 25 million people annually. However, the users are not well-organized and their usage patterns differ. There are swimmers, campers, picnickers, golfers, fishermen, boaters, walkers, etc., etc. Therefore, although each of these groups may petition the Commission for assistance, it is virtually impossible to group them together for a common goal. That is, it has been virtually impossible until now. Perhaps the present circumstances may be able to rally these groups to support additional funds for the Long Island State Parks and Recreation Commission since more funds equates to better parks for all 25 million users. Let it also be clear that our concern is not simply to add to the budget of the Parks, Recreation and Historical Preservation Commission so that these funds can build more facilities upstate. We want specific funds earmarked for specific budget categories that will benefit the Long Island Parks and Recreation Commission. We wil not stand by and see Long Island shortchanged.

Our investigations have shown that the budget of the Long Island Parks and Recreation Commission has remained more or less the same in recent years. However, that statistic is very misleading. Have your gas and oil bills remained the same in the last decade? Has your electric bill remained the same? How about salaries, parts, service, or materials? Thus, even though the total budget dollar is about the same, the real money value has declined precipitously when you factor in inflation and the rise in energy costs.

We offer the following data in support that the above statement is real and not invented. Let us examine the Governor's early retirement plan. Under this plan several agencies were affected more than others. These were: the Department of Mental Hygiene, the Department of Corrections, the Department of Finance, and the Parks and Recreation Commission. However, only one of these agencies was saddled with a job hiring freeze, and that agency is the Parks and Recreation Commission. Thus, in Hygiene, Finance and Corrections, early retirement personnel have been slowly replaced. However, in the L.I.S.P.R.C., 40 jobs were lost to early retirement and no new people have been hired. People have, in some cases, been moved from one position to another; but, when all is said and done, there has been a net loss of 40 positions. Why has parks been singled out?

It is obvious to even the most casual regular visitor that there has been a significant decrease in staff. Perhaps this decrease is most obvious to the general public in terms of decreased police visibility and sanitation.

However, there has also been a documented decrease in service as the L.I.S.P.R.C. has attempted to operate the parks with an inflation-riddled budget. The following are some of the shocking examples.

(1) The closing of some parking fields on weekdays at Jones Beach.
(2) Termination of the rowboat program at Belmont Lake State Park.
(3) The closing of the picnic area at Bethpage State Park on weekdays.

(Continued on page 6.)

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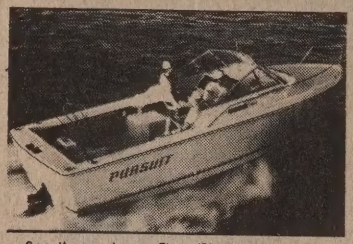

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(4) The closing of environmental parks (i.e., Connetquot, Nissequogue, Orient) two days a week.

(5) The denial of formal Fishing Advisory Board requests for additional beach access.

Although the most obvious and pressing need is for more permanent and temporary staff, there are also other areas of neglect. Old and obsolete equipment frequently prevents the Commission from providing adequate public service and in a timely fashion. Terrain, which was once a showcase for parks everywhere, has suffered decay from lack of attention that is a direct result of both staff and equipment deficiencies.

Park police and associated enforcement is another area of prime concern. It is clear that park police are not as visible since the 1980 merger of the New York State Troopers and State Park Police. The merger shifted full responsibility for the parkways to the New York State Police, leaving the parks to the Long Island State Park Police. I remember my trips to the parks some years ago. I was always impressed with the number of police on duty. It seemed everywhere you walked there was a police officer. That meant safer parks, more assistance with heavy traffic, and greater service. I remember the little children lost from their mothers in large crowds. There was always an officer to comfort the child and help unite the family. Today you can spend an entire day on a park beach and not see a policeman. We have also uncovered a dramatic fact that is relevant to this discussion. We were amazed to learn that a county police officer makes about twice the salary of a park police officer with the same term of service! How can we expect to recruit adequate numbers of officers and qualified officers with such a discrepancy in compensation. The Fishing Advisory Board has been told again that additional access is not possible because there are not sufficient police to cover additional access areas. We find this state of affairs to be inexcusable.

Specifically then, we urge the Governor to include in his budget a larger allocation for the Long Island State Parks. We believe that the projected large budget surplus should make this request very feasible. We request budget increases in the following areas:

1. Additional permanent and temporary staff.
2. Modest equipment additions
   a. several new four-wheel drive vehicles
   b. golf course equipment for mowing and seeding
   c. routine automotive materials for repair and maintenance

In making these requests we are aware of the fact that Long Island, like many other communities, has been hard hit by unemployment. Increasing Commission staff will equate to more jobs, especially in those sectors of the community hardest hit by unemployment. Thus, we have an opportunity here to impact more than one problem with a single action. More jobs means less demand for public assistance, too.

Four-wheel drive vehicles are needed in order for Commission personnel to enforce beaches more effectively. Police cars cannot traverse the sand. In recent years, many of the most pressing enforcement problems have occurred in remote parts of the parks. More off-road vehicles in proper working order will allow the police to investigate and take action in these remote areas in a timely and effective manner. Our investigations have shown that existing four-wheel drive vehicles are old and frequently out of service. Inoperable four-wheel drive vehicles prevents effective enforcement in remote areas of the parks.

We intend to spend considerable energy on this project in the next 90 days and we already have enthusiasm and stated cooperation from many sectors. We know that LIF readers will respond. In the next 90 days we want to deluge the Governor's office, as well as key legislators with our message. The following is a list to facilitate your involvement. Please write and/or call today.

Senator Warren Anderson, Pres., Pro-temp Senate, Room 330, Capitol Bldg., Albany, New York 12247. (518) 455-2276.

Governor's Office, Executive Chamber, Capitol Bldg., Albany, New York. (518) 474-8390.

Hon. Stanley Fink, Speaker of Assembly, Room 349, Capitol Bldg., Albany, New York 12247. (518) 455-3791.

Senator John Marchi, Chairman, Senate Finance Committee, Room 913, Legis. Office Bldg., Albany, New York 12247. (518) 455-3215.

Assemblyman Arthur Kremer, Chairman, Ways and Means, Room 923, Legis. Office Bldg., Albany, New York 12247. (518) 455-3851.

Assemblyman Fred Parola, Room 318, Legis. Office Bldg., Albany, New York 12247. (518) 455-5411.

(Member), Education, Energy and Environment Conservation. Local telephone (516) 731-3434.

Assemblyman John Cochrane, Minority Chairman, Ways and Means, 1510 Fifth Avenue, Bay Shore, New York 11706. (516) 666-0991.

Commissioner Orin Lehman, New York State Parks, Recreation and Historical Preservation Commission, Agency Bldg. No. 1, Empire State Plaza, Albany, New York 11228.

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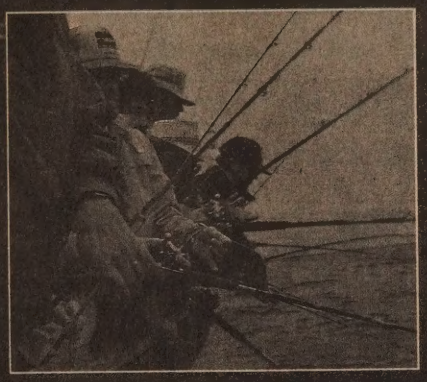

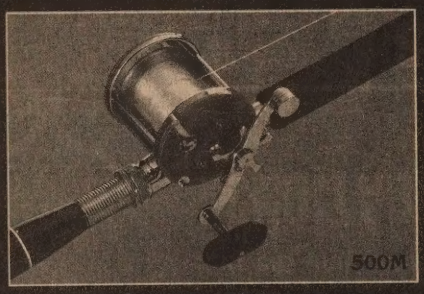

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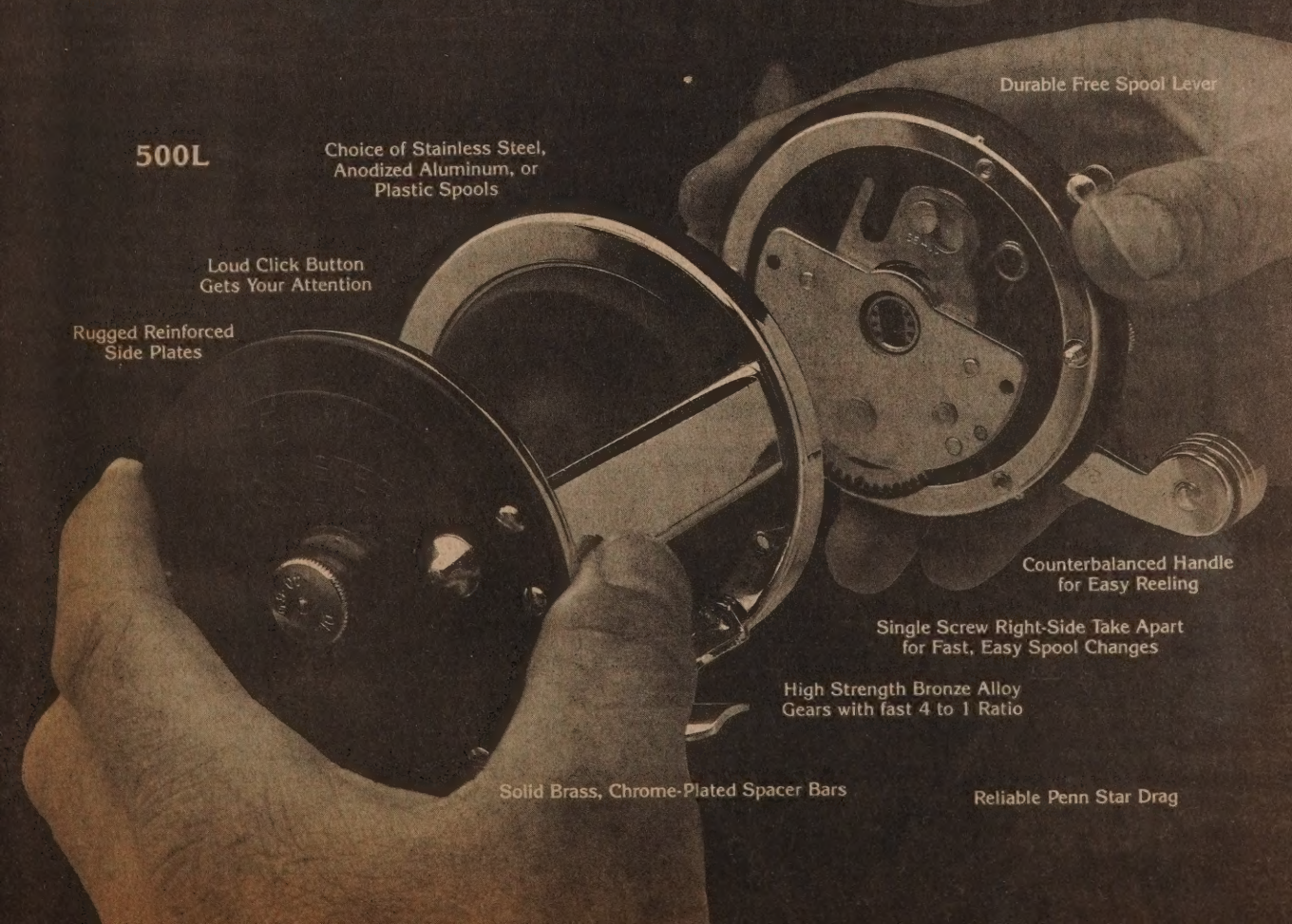
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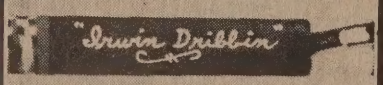

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M.C.A. RAFFLE WINNERS AT N.Y. BOAT SHOW & NASSAU SPORTSMAN EXPO

The Montauk Captains Association has just concluded their exhibits at the N.Y. Boat Show and the Sportsman's Exposition on Long Island. The exhibits were visited by more than 14,000 people. Those who took the time to sign up at the booth were part of the drawing for a free fishing trip.

The big winners were: Sue Carletta from Paramus, New Jersey at the New York Show. Sue will sail with Capt. Zac Grossman aboard the charter boat Mako Express. The winner at the Sportsman's Expo held in the Nassau Coliseum was Joseph Manchester from Brentwood, Long Island. Joseph will fish with Capt. Steve Ciaravella aboard the Jolinda II.

The next endeavor for the M.C.A. will be their exhibit and participation in the N.Y. Sportfishing Forum on Friday and Saturday, February 24 and 25 at SUNY/Farmingdale. The M.C.A. helped, in part, to formulate the educational portion of this forum and will man an exhibit in Roosevelt Hall to pass out literature about their organization and fishing in Montauk.

REPORT OF EMERGENCY STRIPED BASS STUDY PRESENTED TO LEGISLATIVE AIDES

On Tuesday, February 14, the interim report of the $5 million Emergency Striped Bass Study, funded by the U.S. Congress since 1979, was presented to legislative aides in both the Senate and House of Representatives. Directors of the National Marine Fisheries Service and the U.S. Fish & Wildlife Service presented the findings in conjunction with a scientific Project Management Team which has been probing the causes for the drastic population decline of the Atlantic Coast's premiere recreational and commercial fish species.

Reported landings of striped bass have fallen by 90 percent over the past ten years. The report shows that reproduction of striped bass in the Chesapeake Bay, which historically has provided up to 90 percent of the coastal migratory stock, is now the lowest on record. While yet unable to pinpoint a particular cause the scientists cite laboratory studies indicating that striped bass are dying from chemical contamination, as well as being depleted by over-exploitation by fishermen. "The coastal migratory stock cannot continue to support the level of fishing mortality that currently exists," states the report.

While seeking a reduction in the discharge of toxic materials into the nursery and spawning habitats, the Federal scientists also recommend imposing a substantial reduction in the harvest of striped bass, "not to exclude consideration of a total moratorium." As Joseph Kutkuhn, assistant director of the U.S. Fish & Wildlife Service says, "We are talking about a resource in double jeopardy."

The report includes a three-year, ten-state study of the economic impact of the striped bass decline from North Carolina to Maine. The decrease in commercial and recreational landings in the Northeast region since 1974 resulted in approximately 7,000 lost jobs and over $220 million in economic activity in 1980. Fishing for striped bass in 1980 continued to support 5,600 jobs, generate $96 million in annual spending, and $200 million in related economic activity.

Today, according to the Federal scientists, the striped bass is in danger of being lost as a useable resource unless immediate corrective action is taken. They have determined that there is a virtual absence of female striped bass between the ages of four and 11, which supply over 75 percent of the egg production, showing up in the Chesapeake Bay spawning areas.

The increasing scarcity of the striper, whose abundance once enabled the Pilgrims to survive their first winters off Cape Cod, has prompted growing concern among fishermen and conservationists. The Stripers Unlimited organization has recently submitted a petition to include the striped bass under the Endangered Species Act. In pledging the support of the National Wildlife Federation in efforts to preserve the striped bass, spokesman Lynn Greenwalt calls it "the aquatic equivalent of the American bald eagle." Several U.S. Congressmen have expressed interest in introducing possible emergency legislation, particularly if the coastal states fail to improve immediate and sweeping restrictions on the striped bass harvest.

New York City's $2½ billion Westway Highway and land-development project, and its potentially devastating impact on the striped bass juvenile population that winters under the Hudson River piers, is also expected to come under scrutiny in the current session of Congress. Despite a 1982 Federal court injunction halting the Westway landfill because of an improper Environmental Impact Statement prepared by the Army Corps of Engineers, several New York Congressmen are continuing their efforts to exempt the project from the National Environmental Policy Act. Meanwhile, ignoring the finding of 30 striped bass scientific experts that current studies are inadequate, the Pentagon has ordered the Army Corps to suspend an additional two-year study and seek to go ahead. With the Chesapeake strain of striped bass in obvious peril, scient-

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ists fear that tearing down the Hudson piers could mean the beginning of the end for the relatively stable spawning population in that river system, too.

For further information, the Project Management Team of the Emergency Striped Bass Study are:

Dr. John Boreman, National Marine Fisheries Service, Woods Hole, Massachusetts; 617-548-5123.

Dr. Phil Goodyear, National Fisheries Center, Leetown, W. Virginia; 304-725-8461, ext. 5384.

Mr. Austin McGill, Project Coordinator, National Marine Fisheries Service, Washington, D.C.; 202-634-7454.

MAKE BOATING A FAMILY AFFAIR!

A nine-week, small boat handling course, sponsored by Massapequa Flotilla 13-2, U.S. Coast Guard Auxiliary, will begin at 8PM on Wednesday, February 29, 1984 at Berner High School, Massapequa. The course is open to all persons, ages 17 and over, novices or experienced.

The two-hour sessions will include such subjects as seamanship, rules of the road, legal requirements, piloting, marlinspike, etc. All instructors are specially trained Auxiliarists who volunteer their services to promote boating safety.

Boating safety is a family affair. Register your children, ages 10 to 16, in the free, four lesson, New York State course for Young Boaters, also sponsored by Flotilla 13-2, and starting February 29th, 8PM at Berner High School.

For further information contact: Frank Carollo at 516-798-7029.

WORLD FISHING EXPOSITION AT SUFFERN, NEW YORK

The seventh annual World Fishing and Outdoor Exposition will run this year from Wednesday, February 29, through Sunday, March 4, at the Rockland Community College Field House in Suffern, New York.

As always, only exhibits and clinic programs that interest outdoor sportsmen have been admitted, and the gigantic field house will be filled with aisle after aisle of fishing tackle (all major manufacturers will be represented), hunting gear, guides, outfitters, lodges and travel exhibits, fishing boats and motors, taxidermists, custom rod makers, sportsmen's organizations and a lot more. A large number of major sporting equipment retailers will be on hand, many with special show bargain prices.

In addition to the exhibits and included in the price of admission ($4.50 for adults, $1.50 for children under 12), there will be daily seminars and clinics on hunting and fishing featuring many nationally famous outdoorsmen and local experts to share their knowledge with EXPO goers. Parking at the Expo is free.

Doors will be open from 1PM to

10PM, Wednesday through Friday; from 9:30 AM to 8 PM on Saturday; and Sunday's hours are from 10AM to 7PM.

The World Fishing and Outdoor Exposition is reached from Exit 14B (Airmont Road) off the N.Y. Thruway I-87. Exit 14B is the next exit west of the Garden State Parkway and is about 10 minutes drive from the Tappan Zee Bridge.

NEW IGFA TUNA WORLD RECORD CONFIRMED

William T. ("Packy") Collins, skipper of the "Ever Ready," received confirmation recently of his new IGFA world record bluefin tuna in the 6 kg (12 lb) line class. Collins' 68 pound bluefin, taken on September 13 at the Butterfish Hole, eclipses the 65 lb. 8 oz. fish taken by Tred Barta in September of 1981.

The fish was taken on 12 lb. test Ande Tournament line, a Penn International 12H reel, and a custom rod with aluminum oxide guides. The fish was fought for 20 minutes and made one long run before allowing itself to be pumped back to the boat. Officially weighed on the Mid-Lantic scales at Montauk, the fish had to be checked with the record list before the angler knew exactly what he had. It was finally photographed the next morning after being removed from a tank of brine!

Terminal tackle included an 11-foot, 150 pound test mono leader, a ball bearing swivel connection to the main strand, and a Sobey hook tied onto the leader with a Palomar knot. The catch was made on Keith Reiter's 42 foot Hatteras, skippered by Charlie Tota. The planning for the trip, most of the gear, and a big assist in boating the trophy came from Pete Pearson of the "Klondike," who was also aboard.

The trip to the Butterfish Hole apparently made a perfect busman's holiday for both Collins and Pearson. They hooked 14 tuna that day, most in the 50 to 100 pound class, including six fish on the 12 pound gear. Most of the bluefins struck on the light tackle were popped off, however.

TICKETS AVAILABLE FOR N.Y. SPORT FISHING FORUM

The New York Sport Fishing Forum is scheduled for Friday, February 24th and Saturday, February 25th at Roosevelt Hall on the campus of SUNY—Farmingdale. Sponsored by the Atlantic Professional Boatmen's Assoc. and the New York Sport Fishing Federation, Friday's program, entitled "Marine Industries Day," is geared to provide business related information to open and charter boat captains, tackle shop owners and operators of marinas and fishing stations.

Recreational anglers should plan to attend on Saturday when the program will be geared to the latest in sport fishing techniques and technology. These presentations will be of interest to surf, inshore, and offshore anglers alike.

Tickets are $5 and can be obtained by calling Ray Cadorette at (516) 728-4932, Nick Castoro, (516) 878-1180 or Bob Bozek, (516) 764-0284. SUNY/Farmingdale is located off of Route 110 between the L.I.E. and Southern State Parkway. Once on the campus, signs will direct you to Building 42—Roosevelt Hall.

SPECIAL BOATING SKILLS AND SEAMANSHIP COURSE

A 19-week course in Boating Skills and Seamanship and special lecture topics will be given by Flotilla 11-8 of the U.S. Coast Guard Auxiliary. Write or call—EARLY APPLICANTS ARE ENSURED OF REGISTRATION. Classes, registration and lectures begin Monday evening, at 8PM, February 20th, in Sheepshead Bay, at the Knights of Columbus, Baron DeKalb Council #1073, 3000 Emmons Ave., Brooklyn, New York.

The course will be presented Monday evenings at 8PM, by experienced U.S.C.G. Auxiliary instructors using the Auxiliary's highly acclaimed text book and related instructional materials. A wide range of subjects will be covered. Included will be: boating language, rules of the rod, legal requirements, use of charts, piloting,

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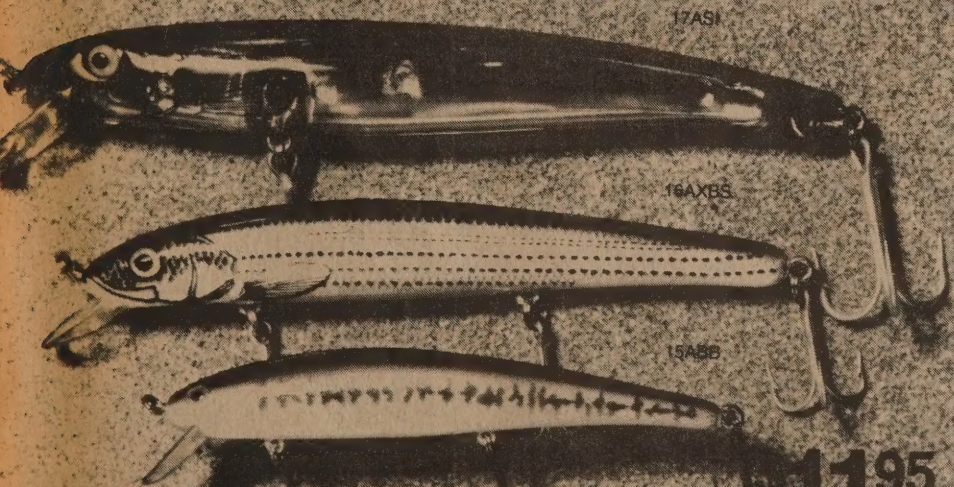

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The lessons are designed for beginning and intermediate levels, family participation is encouraged. The course is offered free, with a nominal fee for the text and materials. Upon successful completion of the course, registrants will receive a handsome Certificate from the United States Coast Guard Auxiliary.

For further information and registration, call Flotilla 11-8 at (212) 641-2837. Your call will be answered by a telephone answering machine. Ask for the Boating Skills and Seamanship Course "Early Registration Forms" and be sure to leave your name, address and telephone number on the telephone recording.

Or write: Gus Savaros, Flotilla Commander 11-8, U.S. Coast Guard Auxiliary, 3260 Flatbush Avenue, Brooklyn, NY 11234.

YOUNG BOATERS COURSE

A free, four-lesson, New York State course for Young Boaters, ages 10-16, will be sponsored by Flotilla 13-2, U.S. Coast Guard Auxiliary. Classes will begin at 8PM at Berner High School, Massapequa on Wednesday, February 29, 1984.

Successful completion of this course and final exam will give the boy or girl a New York State license which is mandatory for operating a power boat.

For further information contact: Frank Carollo at (516) 798-7029.

SAFE BOATING COURSE IN BROOKLYN

The Brooklyn Power Squadron reminds boaters that registration still is being accepted for a 12-week course in safe boat handling that is designed for skippers and would-be skippers.

The Squadron is conducting classes at St. Francis College, 180 Remsen Street, just a half block from Brooklyn Borough Hall, on Thursdays at 7:30PM.

Classes also will be conducted at Sheepshead Bay High School, 3000 Avenue X, near Nostrand Avenue, on Wednesdays at 7:30PM starting on February 15. Prospective students for those classes are requested to register by calling 338-3083.

Ownership of a boat is not required to attend the course. Classes cover the techniques of safe handling inboard and outboard craft, anchoring tying basic knots, chart reading, plotting courses, use of a mariner's compass, and safety afloat. Aids to navigation, such as buoys and radio beacons, also are explained in illustrated lectures.

The Brooklyn Power Squadron, a unit of the United States Power Squadrons, conducts the classes to teach boaters and those interested in boating, the skills they must possess for safety on the water. Additional information can be obtained by calling 338-3083.

NEW SLATE OF OFFICERS FOR SOUTHOLD FISHING CLUB

The Southold Fishing Club announces their new officers for 1984 as follows: President—Chet Jankowski; Vice Pres—Howard DeLeeuw; Treasurer—Tom Sheriden and Sec'y—James Castagna.

A Snapper Tournament for the local youngsters is anticipated for the month of September, which will be one of our highlights this year.

O.T.T.O. ANGLERS ANNOUNCE NEW OFFICERS

O.T.T.O. is a surf fishing club that just completed its first year of competition. Being a new club we decided to compete in the New York Surf Fishing Contest and to keep our own awards down to one category for our first year, to be expanded in 1984. The one category was Most Club Points and it was won by Robert Schumacher.

Our new officers for 1984 are as follows: Sec'y—Joe Vetrano; Treasurer—Bob Winstanley; Fish Committee—Joe Vetrano; Conservation—Robert Schumacher; Access—Mike Schumacher; Historian—Jim McSorley; Social Affairs—Mike Schumacher and Membership—Karl Lown.

HIGH HILL STRIPER ELECTS NEW SLATE FOR '84 SEASON

The High Hill Striper Club has elected a new slate of Officers for 1984: President: Steve Saldana; Vice President: Clyde Jones; Secretary: Stu Butterman; Treasurer: Jose Trillos.

The Club wishes to thank the past year's officers and board members for all their hard work on behalf of the Club in 1983.

C.G. AUXILIARY OFFERS LOCAL BOATERS FIVE-YEAR STUDY PROGRAM

Starting February 28, 1983 at 8PM local boaters may enroll at BOCES Wilson Tech, Northport in a comprehensive boating studies program that takes approximately five years to complete. The announcement was made by Flotilla Commander Georgiana Pretty of Flotilla 22-4 who said that "The program consists of three major segments; all are completely voluntary...a student may drop out at any time and there is no cost except for books and materials."

The first phase stresses basic boating safety and consists of six lessons. This is followed by a day-long workshop covering such subjects as marine piloting, engines, communications and weather, she said. Upon completion of the first phase, participants are then eligible to enroll in the Coast Guard Auxliary's Basic Qualifications Course which is both self-study and tutorial and also entails the

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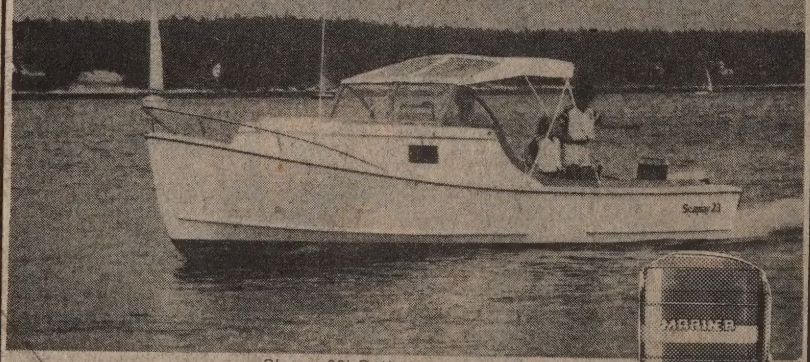

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demonstration of certain on-the-water proficiencies. This portion of the program normally takes three to six months for completion.

After completion of the two prior programs, participants may then enroll in the Coast Guard Auxiliary's AUXOP Program. This is a series of six intermediate level courses, some requiring proficiency demonstrations. Persons usually take three to five years to complete these courses. For further information and enrollment applications, phone: Days: 543-0855 and evenings 427-5734 or 757-0857.

YOUNG BOATERS COURSE IN BABYLON

Flotilla 1-1 of the U.S. Coast Guard Auxiliary will be offering the New York State Young Boaters course. This 3-week course for 10 to 16 year olds will involve the student in lessons covering boat handling, safety, legal requirements and more.

The course will be offered on Saturdays, March 10th, 17th and 24th from 9:30 AM to Noon at Babylon High School, 50 Railroad Avenue, Babylon, N.Y. Registration will take place the first day of class. The course is free; however, a $5 fee is charged by the school for use of the facility.

For more information, call Annette Wanderer at (516) 587-6094 after 7PM.

GATEWAY ANNOUNCES NEW OFFICERS FOR 1984

The Gateway Striper Club of Belle Harbor, New York wishes to announce the re-election of its 1983 officers for 1984:

President: Dave Williams
Vice President: Bob Lekowski
Treasurer: Jack Mendler
Rec. Sec'y: James McKay
Corr. Sec'y: John Marsillo
Recorder: Ron Turbin
Recorder: Jim Kerrigan

We would like to thank all our members for making 1983 our greatest year ever. We are all proud to know each and every one of you, not merely for your fishing talents, but more important, for your fellowship. You make Gateway what it is.

BABYLON TUNA CLUB STILL HAS SOME FISHING SCHOOL OPENINGS

The Babylon Tuna Club's Fishing school will be held at the American Legion Hall, 22 Grove Street in Babylon. Registration according to Chairman Ralph Perone will begin at 7:15PM on Wednesday, February 15 and the first session will follow at approximately 8PM. There will be a total of seven sessions which will include both offshore and inshore fishing.

Cost of the classes will be $15 and anyone who wishes to join the BTC will have that cost deducted from their initiation dues. Children 14-years-old and younger are welcomed and their cost will be half price.

For additional information, call Ralph Perone at (516) 669-9837.

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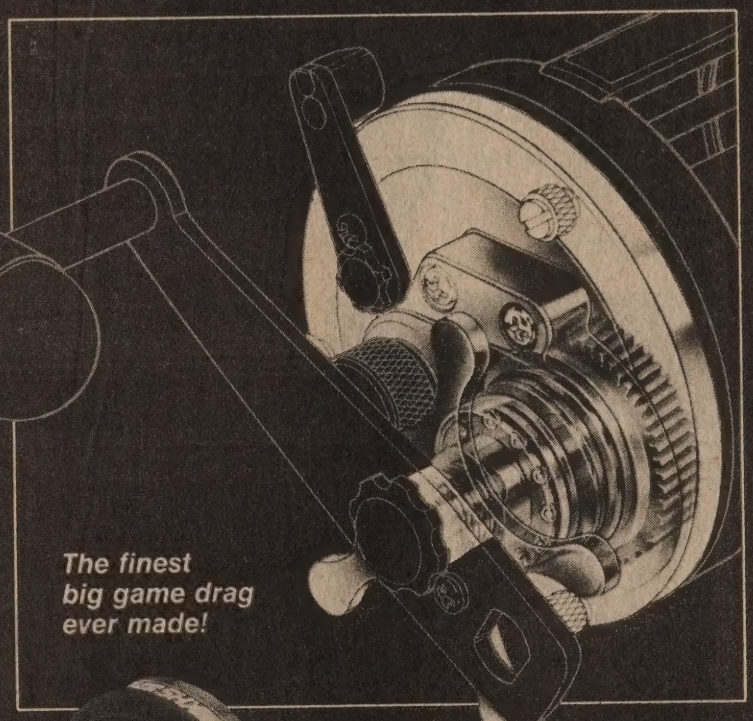
More than any other feature, the drag on an offshore reel can make or break a day's fishing. That's why Shimano designed the new Tritons with a remarkable new drag system that's ball bearing smooth and titanium tough. Thanks to the addition of an extra stainless steel ball bearing, this dynamic new drag is the smoothest, most precise imaginable. And what that extra ball bearing has done for smoothness, space-age Titanium does for strength, heat *and* corrosion resistance. Titanium is exceptionally strong, dissipates heat extremely well and will not corrode, which is a big reason why Triton reels with ball bearing Titanium drags run cooler, fight harder and last longer!

Don't lose another big fish to an old fashioned drag, *put 'em in the boat* with the Triton ball bearing Titanium drag . . only from Shimano!

Nobody ever built big fish reels like these before!



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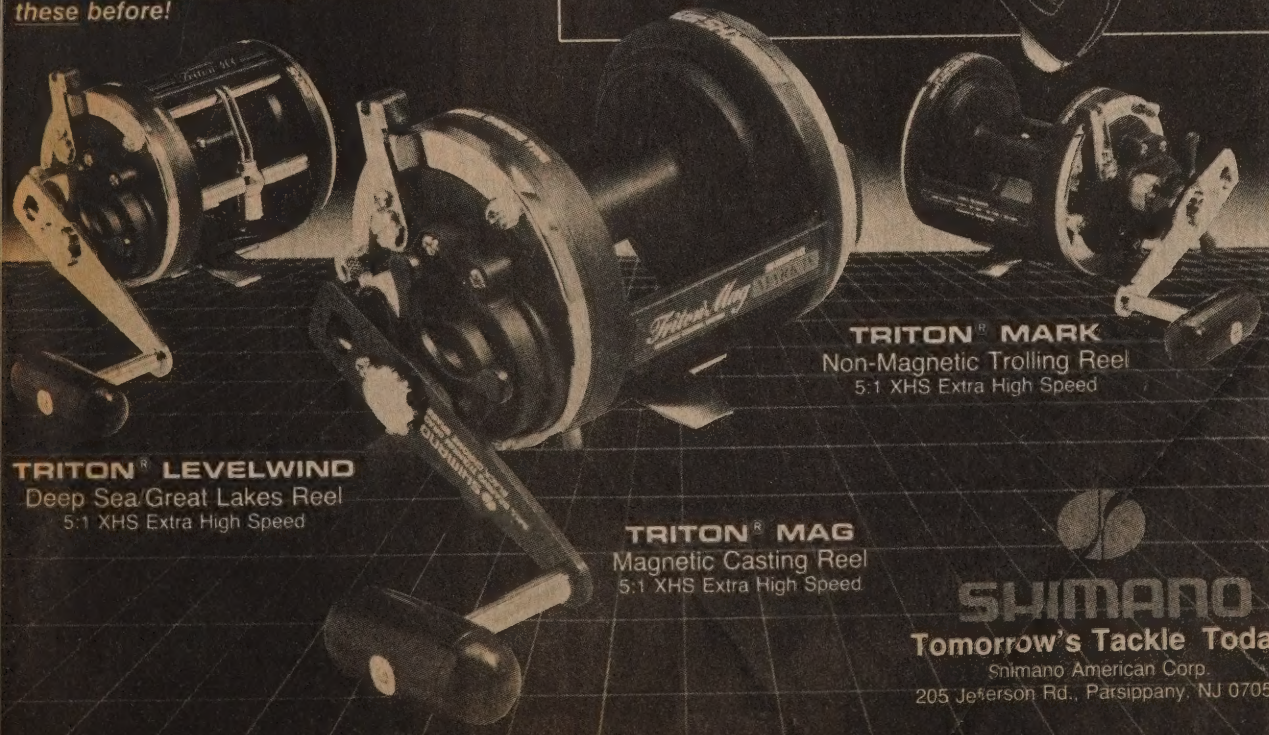

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CHUM LINES

HURRAH FOR "TOO VALUABLE TO BE CAUGHT ONLY ONCE"

Plaudits for an article that's "too valuable to be caught only once."

Joan and Lee Wulff are two wonderful people, and outstanding conservationists. Your thoughts are certainly well taken and cannot be stressed often enough. I hope in some small miraculous way it got through the thick skulls of the people who rape our resources and then complain "the bass or fluke were awful this year." If it were not for outstanding conservationists like Fred Mather, Superintendent of the Cold Spring Harbor Hatchery, the Catskill trout population would have been more non-existent. He introduced the German brown trout. Abuses like the following which appeared in the 1889 issue of The American Angler shows that even in the "great old days" there were those who threw caution to the wind. The article goes like this:

"The two largest catches truthfully reported this season, were made a day or two ago in the waters o the Neversink by two young men. In one day's fishing they took 470 trout, weighing altogether thirty-three pounds."

The times are a changin' but the human mind remains the same.

I do hope that you will counter your editorial with perhaps a new policy—do not publish photographs of any angler with dozens of fish laid out in front of him. Just one or up to three would be quite sufficient.

You see, just writing about a problem takes a lot of self-esteem, but putting your words into practice takes even more. *Maurice Mahler, NY.*

We certainly appreciate your observations, thoughts, comments, and kind words. We at LIF feel a very strong responsibility to foster conservation and thus we seek every opportunity to air this philosophy in the pages of the publication. You're right when you say that wasting a resource often contributes to its decline. We, too, wish that more people would realize that there is indeed a direct relationship between conservation and long term stable fish populations. In that sense then, we were taken aback by the resistance of commercial fishermen to the recently passed striped bass management legislation. If, as they say, they respect and value the species, then it follows that they should want to avoid fishing the species into extinction. Yet they fought bitterly against the legislation which is intended to reduce mortality and conserve stocks in the hope that someday soon there will be a lot more bass in the ocean. Why oppose any plan that has the potential to improve your lot in life in favor of short term benefits? Abuses continue among both recreational and commercial fishermen. We're equally appalled when recreational anglers stand beside a three foot high pile of fish as we are when we see piles of blues littering a beach after being discarded from a haul seine net. As far as photos go, we try hard not to publish the slaughter pictures, but often we have little to choose from and if we don't publish some fish pictures, our readers express their unhappiness. Yet, I think if you check the issues of 1982 and 1982, I think you'll agree that most of the photos show an angler with only a fish or two, with the exception of flounder. Your criticism is well taken and we want you to know that we are actively promoting the submission and use of non-slaughter type photos. Dr. W.A. Muller.

BEST FISHING IN THE U.S.?

I'm a subscriber to The Fisherman and I love the articles contained therein, especially the one on surf fishing in the November 17th issue.

I have a question that I am sure has bugged many a dedicated fisherman. Where is the best fishing area in the United States? I expect to retire in a couple of years and would like to find the almost perfect fishing hole, be it Florida, Maine or Calfornia.

I have fished Northern Ontario, Hawaii, Virginia, Montauk, Japan, Florida and besides a lot of saltwater fishing I have done my share of fresh water bass fishing, just recently down at Smith Mountain Lake outside of Roanoke and Lynchburg, Va.

Before I buy that condominium on the water I would like to find the near perfect fishing area. Maybe some of your readers might have an idea? Could be a place they once visited. Is there a book that tells of great fishing places in the U.S.?

Keep up those great articles in The Fisherman. Even though winter is on its way I get great warmth and pleasure out of reading about other guys fishing experiences. But, please, if you can—find out where is the best fishing area in the U.S.! *Eddie White, New York, N.Y.*

Dear Ed,

If you asked ten people the same question you would undoubtedly wind up with 10 different answers. Since you asked me—here I go.

The Florida Keys would probably rank high on the list of many anglers who get around and if it's light tackle, inshore action you're looking for, the Keys are tough to beat. They also offer some brand of good fishing throughout the year which is a plus and are within range of some mighty fine freshwater bassin'.

If you've got surf fishing in your blood, the Island of Nantucket would be tough to beat.

And while the grass is always greener, few areas in the world can

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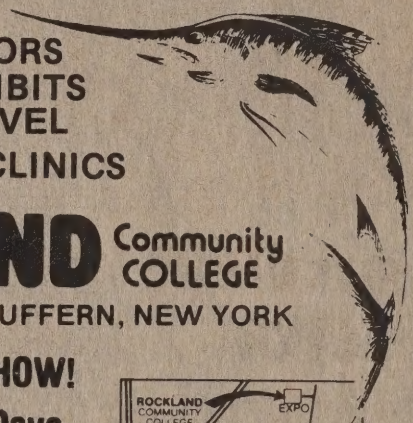

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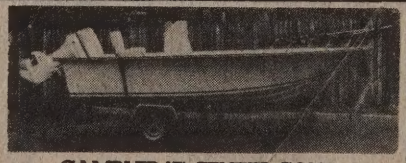

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match the variety and quality of the fishing right here on Long Island. Many of the game's best travelled anglers would rank Long Island high atop their list.

So, let's start with a cozy little cottage on the beach in Nantucket, one of those fancy new condos sprouting up on the Montauk horizon and a winter retreat nestled down in the Keys somewhere close by Islamorada where you can sip Pina Coladas while watching bonefish tail just a short cast away from your backyard deck.

That would all suit me just fine, Eddie, but I suggest you check these places out for yourself if you haven't already.

There was such a book published at one time but I don't recall the exact title and have not seen one available on the shelves in several years. Your local library may have something that can be of help. Good luck in your quest and let me know where you finally decide to settle. Sincerely, Fred Golofaro.

BILL BACKUS REMEMBERED

On behalf of the Salt Water Anglers of Bergen County, I would like to express our sincere appreciation for the recent article Al Ristori wrote in *The Fisherman* concerning Bill Backus.

Bill was certainly well-admired and respected as our first President and founder of our club. He was an individual who was an avid sportsman and one who knew how to enjoy life. Your article did an excellent job of bringing these facts and other aspects of Bill's life to the attention of those who appreciate the sport of fishing.

Again, we appreciate your concern over the passing of Bill Backus, and we will remember your effort in writing a very tastefully done article about our first President. Sincerely, *John Toth, President, Salt Water Anglers of Bergen County.*

WHAT SURF TACKLE TO BUY???

I have been a subscriber to your magazine for three years and I need a large favor to be done.

This summer I began to surf fish and the instant I stepped into the surf, I loved it. The favor I want to ask is if you can give me a list of lures, the weight and color and brand name of all lures I need. I am willing to spend into the $100 range. I am a very good boat fisherman and an avid surfcaster, thanks to your magazine.

Can you give me any helpful hints on how to retrieve the lure and also, I'm planning on fishing both the Sound and Ocean. *Doug Busch, Hauppauge, NY.*

I wish that I could answer your questions in 25 words or less. If, as you say, you're now into surf fishing, I'm sure you realize how sophisticated it is. There are so many good lures I don't know where to begin. There are so many techniques with lures that I don't know where to begin. Believe me, we're not begging the question,

The world's smallest Loran C receiver.

With electronic miniaturization, now even the smallest boat can have all the advantages of Loran C navigation. With the SI-TEX/KODEN 787 you can cruise in confidence or return directly to within 50 feet of a favorite fishing spot anytime. And because it draws less than ½ amp, you don't have to worry about power drain.

Besides compactness, ease of operation is an integral part of the 787 design. Light-touch keypad for fast data entry. Self-diagnostic functions to check the Loran signals in use so you can depend on the data you see. Two pre-set notch filters eliminate interference, with a third optionally available.

Navigation becomes simple, instead of a constant concern. And you save a lot of time and gas money in getting to where you want to go.

By measuring arrival time differences (TD's) between master and secondary Loran C stations, the 787 calculates and displays all usable TD's for the chain selected. Precision fixes can be plotted on standard Loran C charts.

Built-in ComPuNav course computer automatically sets a course line to your selected destination and shows any steering deviation enroute to it. Multiple waypoints or destinations can be stored and recalled any time. An "always on" memory remembers everything for you, even with the power off.

The microprocessor constantly updates you on the distance and time-to-go to your destination. And even sounds an alarm when you get there. An elapsed time counter lets you know how long you've been on a troll, course or trip. Data can be transmitted directly to an autopilot or remote display station.

There's even a 787 C version that converts TD's to latitude and longitude coordinates for plotting on standard marine charts. It can also display your present heading in degrees, your bearing to destination or waypoint in degrees, any course-line deviation in hundredths of a mile, your speed over the bottom in knots, the distance to go in miles and the time to go in hours and minutes. It also features ten instant-position memories and 50 waypoints or destinations.

For a full-color brochure on these state-of-the-art Lorans and the name of your nearest dealer, write SI-TEX, P.O. Box 6700, Clearwater, FL 33518.

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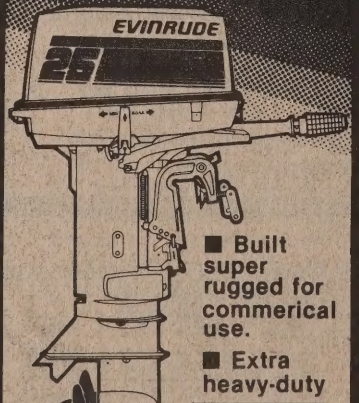

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but it is impossible to provide anything that resembles an adequate answer within the constraints of Chum Lines.

However, we are introducing a new book soon called Surf Fishing With The Experts. *The chapters were written by different surf fishermen, explaining in detail all about their special expertise and knowledge. The book covers how to get started, all the way to how to fish Cape Cod. There are special chapters on lures and how to use them. We recommend you buy the book and study it through the long winter in the hopes that it will answer the questions in your letter, plus many, many more.* Dr. W.A. Muller.

QUESTIONS ON STARTING A FISHING CLUB

We have recently started a fishing club in the western Nassau-eastern Queens area. We were wondering if you could answer a question for us.

Is there something legally we have to do with Albany for registering our club? There was some mention that we must get a charter through Albany in order for us to be recognized by other clubs to participate in tournaments, meets, etc.

We have set up our own charter and by-laws and are working under them.

We are not incorporated or anything, but we still want to be sure that we will be accepted as a club by other organizations and as a voice in any conservation matters.

We realize how busy you are and what a great many letters you receive, but we would appreciate it greatly if you could let us know as soon as possible.

Your magazine is absolutely terrific and has helped all our members at one time or another. Keep up the great writing. Sincerely, *Vincent Amodeo, president, Sea N' Surf Rod Club, 270-01 82 Ave., New Hyde Park, NY 11040.*

To the best of our knowledge there is no official state registry for fishing clubs and no requirement that a club be officially chartered in order to participate in competition. If there are exceptions to this, we'd appreciat hearing about it. However, some clubs wish to secure tax-exempt status from the state. In addition, some clubs may elect to avoid liability of its members in the event of a claim against the club, by incorporating under NOT FOR PROFIT status with the Attorney General of the State of New York. Without the incorporated status, a claim against the club would also permit club officers to be sued. With incorporated status only the club assets would be available for suit. Incorporation is optional and the state does not require it. Only the members of your club can decide whether or not it is wise to apply. We have researched this information for you but we are not attorneys and cannot give legal advice. Thus we suggest that you consult an attorney regarding this matter. Should you decide to file, your attorney can assist you in putting together the proper forms. If you would like to delve into this matter further prior to making a decision, you can go to your local library and select from the volumes of books that discuss New York State Law that portion that addresses itself to "NOT FOR PROFIT ORGANIZATIONS." You can also call or write to the Secretary of State—New York—for a fee schedule and forms. The fee to the State is about $100 to $150. The appropriate forms are then filed with the Office of the Attorney General. The State does not require that you use an attorney, but unless someone in your club has expertise in these matters, we suggest you consult one. The tax exempt status means that the club will not have to pay taxes on any monies it collects during the year and the incorporated status, as stated earlier, will avoid liability of its individual members. Dr. W.A. Muller

NEEDS LOTS MORE INFO ON BLUEFISH!

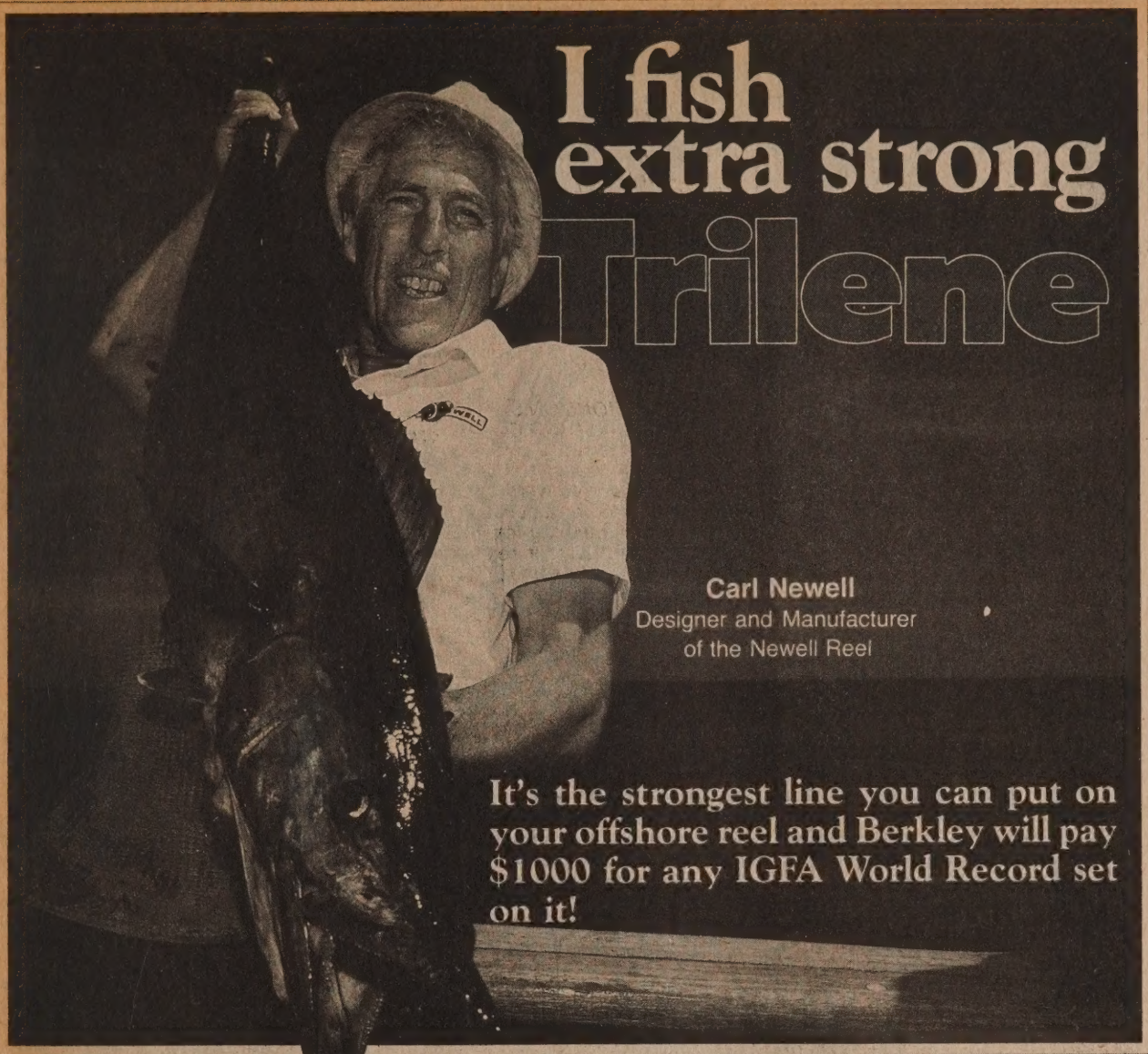
Recently I wrote to one of your colleagues, Mr. Matt Ahern of The Long Island Fisherman and he referred me to you. He is a bottom fishing addict, while you are an expert on bluefishing, according to him.

I am by far no expert in the field of fishing, but the blue bug bit me and I'm incurably hooked. More precisely, I would like to hook more of those fierce blues than I have been able to. Not being able to go fishing as often as I would like, I've invested in buying information on bluefishing via books and magazines. Some of the books on blues I've purchased are Harry Lyman's very expensive ($15.95) book, "Successful Bluefishing," overpriced for the amount of info. On the other hand, Bill Wisner's "Hot to Catch Saltwater Fish," is a better book ($8.95) with an excellent chapter on blues. In the magazine department, I am a subscriber of the Salt Water Fisherman and I pick up The Long Island Fisherman weekly.

I still yearn for more knowledge on the subject of bluefishing so I can be better prepared to fight those monsters. I fish off a party boat out of Sheepshead Bay (Brooklyn) and I use conventional gear (Penn 309M w/30 lb. line test on a 6 foot boat rod). Can you guide me to any publication, your own or someone else's, that can increase my knowledge on bluefishing. *John Varas, Bklyn, NY.*

Surveys done in the last decade have shown us, beyond a shadow of a doubt, that bluefish are the most sought after fish among Long Island saltwater fishermen by a substantial margin. We've responded to the results of these reader surveys and thus, we publish more bluefish articles than stories dealing with any other species. We have discussed surf fishing for bluefish with plugs and bait, trolling with wire line, the use of umbrella rigs, diamond jigging, chunking baits in channels and harbors, live-lining bunker, chumming for blues, party boat fishing for

I fish extra strong Trilene



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*Fly fishing records excluded

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Sigma	.0120	12.3	108,800
Maxima	.0139	15.7	103,500
Ande	.0111	9.7	100,200

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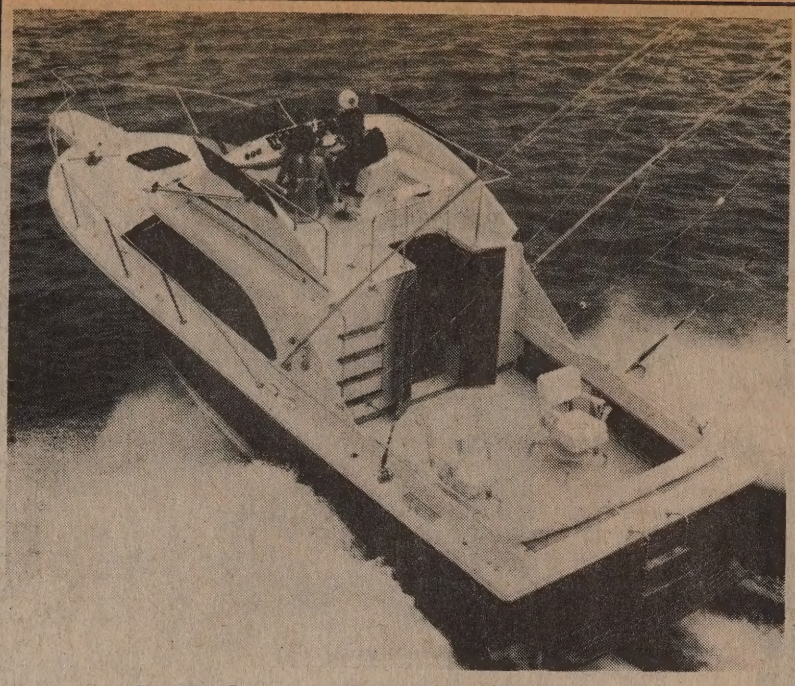

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blues, charter boat fishing for blues, techniques, how-to, where-to, and even out-of-state bluefishing. Sure, there are the books you have mentioned and you can get a lot of info from them, also we will soon make available a new surf fishing book that discusses bluefishing in almost every chapter. Still, our best advice to you is to keep reading LIF year after year, because each year many issues will be jammed with information on bluefishing. You also say that you do most of your bluefishing from a party boat. Let me point out that among the best sources of information available are the captains and the mates on these vessels. For the most part they will be eager to teach you and show you how to succeed. You say you "would like to hook more of those fierce blues than I have been able to." As your success improves—and we're sure that it will if you maintain your present dedication—let me suggest that you begin to think about what you'll do with all those fish. "A game fish is too valuable to be caught only once." Thus, when the time comes, give some thought to releasing those that aren't injured to fight another day and please another beginner tomorrow. Dr. W.A. Muller.

WHO GETS TO KEEP THE FISH?

First let me say thanks to you and all the staff at LIF for such an outstanding publication week after week. Keep it up!

I'd like very much to know where your magazine stands on the issue of charter boat captains keeping the catch of their fares.

At our last club meeting, we had as a guest a charter boat skipper from Montauk who had been doing quite well on the giant tuna this season. After his lecture on the taking of the species, I got a chance to ask him about his charter service and rates for one full day (approx. 9 hrs.) of giant tuna fishing. He received $550 plus tips—plus he keeps all fish caught, and the paying angler gets to pull the fish up, work up a sweat, and gets nothing except the "satisfaction" (his quote) of saying he or she caught the fish.

Let me say though, that this captain was booked up through the season, which only shows me there are a lot of anglers with money to burn who are willing to pay $550—plus tips, for a few pictures and an ego trip while the skipper collects his money, collects his fish and then collects an incredible revenue from it.

What is the angler paying for anyway? I can only say that I, for one, will never charter a boat that practices such a manipulative theory of business, and hope that this one-sided affair can be resolved.

Thanks for listening, *T.K. Hastings, Bklyn., NY.*

The question you pose in your letter exposes anew a debate that has been raging for many, many years. Until recently, most charter boat captains sailing out of Long Island ports

allowed their fares to keep the fish caught. However, many Massachusetts captains traditionally assumed the catch of their fares. The practice of captains keeping the catch here on Long Island seems to be growing based upon the mail that we receive. We assume it is an outgrowth of rising fuel prices and generalized high inflation. The captains are trying to make a buck, pay their bills and catch fish for their fares. The sum of $550 may seem like a lot of money—in fact, it is a lot of money. However, remember that the winter is dead time, and not everybody is chartered everyday. That comment doesn't even address the cost of tackle, fuel, chum, bait, repairs, insurance, etc. We neither condone nor disapprove of the fees. The fees are the captain's business, but we do understand why they are so high. In addition, it is the going rate. An arrangement between a captain and his or her fares is a contract. It both obliges and guarantees. Each participant in the contract should have the right to know all the factors involved in the contract. Thus, it is the obligation of the captain to tell his potential fares that he gets to keep the fish. Apparently, the captain you mention did just that. However, we are human and a captain may forget to tell you. Thus, the patron has a responsibility to ask who gets the fish too. The patron has the choice of seeking out other captains who will either share the fish or who allows the fares to keep the fish. You mention giant tuna and because of that, I question the motivation—not yours, but in general. How many patrons want the tuna for themselves to eat? Likely few. Most want to sell it just like the captain. Money, money, money! Maybe if we weren't so hung up on money we'd all be better off, and the fish, too. I would ask a captain if the tuna were mine or his to do with as I like. If he answered yes, then I would enjoy fighting that tuna, but would then cut the line to let that fish fight again for someone else. I'd release it before the long battle induced shock. You talk about the sweat and work of reeling in the tuna. How about the fun and joy—what happened to those feelings. Also, you should know that in most types of giant tuna fishing the captain and the boat catch the fish. The angler is really little more than a vehicle to take up slack and bring the fish to the boat—an attachment to tire the fish. Dr. W.A. Muller.

FLOUNDER TACTICS

I am a long-time subscriber of your excellent publication and have received countless hours of enjoyment from it, in addition to a broad education which has assuredly helped put many fish in the bag. I operate a 21 foot I/O primarily between the main Meadowbrook Bridge and the Wantagh bridges, and seldom venture offshore.

Last season, I had the opportunity to do more flounder fishing than in the past few years combined and am prompted to ask two questions which have been a puzzle to me.

In general, when fishing known areas which produce a good flounder catch, given known good conditions, i.e., tide stage, weather conditions, etc., and getting skunked, should one assume that they just are not biting in other nearby areas and wait out whatever must happen to prompt hot action, or is it recommended that I seek them out? Staying put may be frustrating, but chasing them may just waste gas and you might just arrive at each spot a little too late.

Secondly, I have started to keep flounder in a net bag which results in the entire day's catch doing flips in my kitchen sink while waiting their turn for filleting. Although not squeamish and not bothered by dressing out a deer in the woods, I admit that my hair curls as a fish continues to flip after both fillets are removed from the back and often continues to wriggle after the belly fillets are removed. I start with a cut below the head as each side is done, but do not sever it. The question is, do they, in your opinion, actually feel pain during this procedure or is it just nerve action? I certainly will continue my flounder fishing in any event, but would gladly modify my filleting technique, to avoid what I am now convinced is the infliction of great

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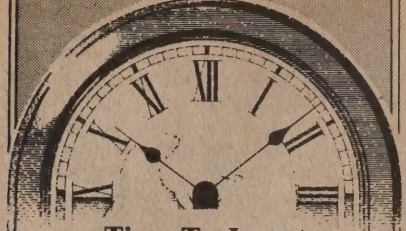

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pain. Thanks for your answer. *Larry Goodson, Bellmore, NY.*

AH, one of my favorite topics. I love to talk about flounder. One of the reasons for my enthusiasm has to be that I disagree with the commonly held view that flounder are easy to catch. I will agree that when there are lots of fish and conditions are right, you don't have to be an expert angler. Yet, I also know that perfect fishing days are rare. It is the careful and skillful fisherman that can catch his dinner on the less than perfect days. So you go back to a spot that produced well yesterday. All is as it was and yet there are no fish! There are many reasons why there might be such a vast difference from one day to the next. In spite of unchanging conditions the fish could have moved on for one reason or another. They could have been fished out by you and others on preceding tides. Yet, I'm inclined to believe that most of the time the lack of success is not explained by the above events. Many is the time I have fished in the "right place and at the right time" only to catch nothing. Several times, in clear shallow water, I could see the fish milling about and unwilling to take a single bait. On other occasions, I could feel the sinker rolling off the backs of flounder without taking a fish. When that happens, there is ittle you can do save come back on the next tide when all may be different again. As for moving: we suggest that on average you give a spot 20 to 30 minutes while chumming on the running tide before trying another spot. There are times when you must follow your instincts and stick it out. Instinct and judgment are important skill elements in fishing.

On your other question: fish do feel pain because they have nerve endings everywhere, but it is not likely that they experience the fear and panic that people experience when in pain because they lack these sophisticated highly complex capabilities. Nonetheless, we have an obligation to be compassionate. Suffocating in air is as bad as being filleted alive. Why not carry a small club and once you decide to keep a fish, give it one sharp hard blow between and behind the eyes. That will kill the fish instantly. Dr. W.A. Muller.

REPLACE A PIECE OF ROD?

Like many other subscribers who write to you, I have a problem and I hope you can help me.

I recently lost the top half of a spinning rod that I've been using for some time. This was given to me as a gift and I'm totally frustrated. I can't find the manufacturer. I've asked several tackle shops but have not been very lucky. I want to replace the upper part, hopefully!

Detail: 6 foot medium action spinning rod. This model is called the Caster 5060. The trademark is imprinted on the lower half. *Irving Murray, Jackson Hgts., NY.*

You have already taken the best course of action. You went to several tackle shops for advice. If they couldn't help you with a firsthand look at the bottom half of the rod, then I'm not sure we can either. Although you've provided considerable data on the rod, there still isn't enough info to make our answer clear and certain. If your local tackle shops cannot identify the rod manufacturer, then why not consult them on the possibility of building a replacement section for you. However, be aware that the replacement section may cost more than the rod did new. If you are unable to identify the manufacturer, then I would seriously consider commissioning a local tackle shop to build you a custom made one-piece rod. The initial cost may be higher than a manufactured item, but in the long run you may get more years of service out of the rod. Also, the local rod builder will be able to customize the rod to your body dimensions and style of fishing. If this doesn't appeal to you, consult local stores about the cost of a new rod from various manufacturers. Dr. W.A. Muller.

A 13 INCH BASS?

I went to the fish market in my neighborhood today (Nov. 23), looking for a striped bass for dinner. Although all the bass were approximately the same size, I bought the largest of the bass. I took it home and it measured 13¼ inches from the nose to the fork of the tail.

It was a short bass according to the old 16 inch bass law, and an obvious short by the new 24 inch law. I'd like to know if there are any laws allowing people to sell the undersized bass, and if not, what can be done about the short bass that are being sold.

The owner of the store said the fish was bought at the Fulton Market. *Jim Casey.*

First, the fish you describe is illegal. Clearly this is so in terms of the spirit and intent of the law. After November 7th of 1983 it was not legal to keep or offer for sale a fish of the size described. Prior to November 7th, the fish could have been from out-of-state. Now there is a fine and sticky point to be considered in all of this. We're not lawyers and thus we are not attempting a legal interpretation or a consultation. Rather, we are offering an observation. That is, it is perhaps possible that the fish was purchased prior to November 7th and sold prior to November 7th to your local fish store. Most people we've talked to suggest that perhaps the spirit of the law was to ban sale of such fish regardless of the date of origin. Yet that is a fine point of the law. If, indeed, the fish entered the market prior to Nov. 7th, then you bought a very stale fish.

Obviously, should you encounter this again, the fish would definitely be illegal and we encourage you and others to report such observations immediately to the DEC at 751-7900. Ask for Enforcement Division. Dr. W.A. Muller.

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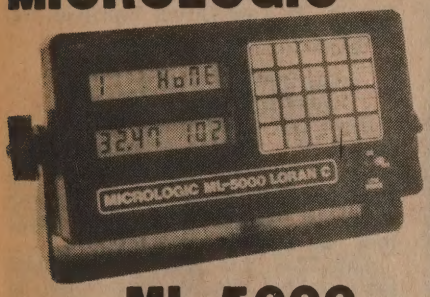

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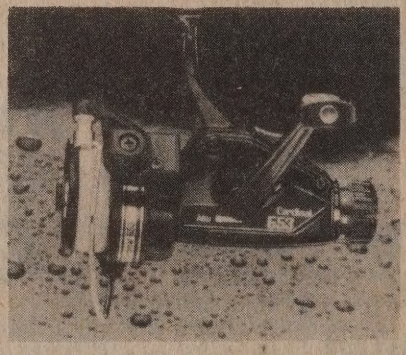

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NEW DAKON BALL BEARING

A new stainless steel ball bearing outrigger release clip with exclusive tension adjustment knob is now being offered by Dakon Mfg. Co., Inc. for all sport fishermen.

The new precision fabricated unit keeps trolling lines free and clear, eliminating lost lures or fraying of lines. Made to retail for less than $14, it lets the user set the right amount of tension to eliminate problems—and catch more fish. The body is made of high impact Delrin which cannot corrode or rust. The knurled adjustment tension knob and ball bearings are tooled from quality stainless steel; they can't roughen or further weaken fishing lines. The unit measures approximately 4¾"Lx1"Wx5/8"D and has a U.S. patent pending.

Dakon Mfg. Co. has been producing quality sporting goods equipment for more than 40 years, from its main plant and headquarters in New Hyde Park, N.Y.

NEW "VARIANT" CRANKBAIT FROM FINLAND

From Finland, the land that gave the world the Rapala, now comes the sensational new "Variant." Developed and patented by Paavo Korupa in Kussamo, Finland, the Variant features high quality Scandinavian craftsmanship.

The Variant is a new minnow-shaped crankbait with a clear, hollow plastic body formed by highly reflective prisms. These prisms are similar to common reflectors and appear like shiny reflective scales on baitfish as they swim and move through the water.

Inside the hollow body of the Variant are reflective color designs which cause varying colors to flash from the lure as it swims through the water.

In addition to the attractive variable coloration which changes with every movement, the Variant has also put innovation into the attention-getting sound of this lure. Instead of a rattle built inside the body of the lure—where it can be muffled by the body of the crankbait—the Variant features eye chambers on both sides of the lure that contain a tiny steel ball that produces an effective high-pitched rattle. The steel ball in the eye chamber also gives the visual effect of moving eyes.

The Variant also incorporates a unique new diving lip design which provides the fisherman with both a natural slow rolling motion on a slow retrieve, and a natural fast side-to-side swimming action on a faster retrieve.

The Variant is being distributed in the United States and Canada exclusively by the Lazy Ike Corporation of Sioux City, Iowa.

The Variant is available in two sizes: a 3-inch, 1/4 ounce model and a

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WORLD'S LARGEST GUN DEALER TO OPEN GIANT FISHING AND TACKLE DIVISION IN APRIL

Lou Rosado (left) Vice-President of Edelmans new tackle division in Farmingdale, presenting Stu Miller, Advertising Manager of Long Island's Fisherman with agreement for the largest advertising contract ever in the history of the Fisherman.

Stu Miller was quoted as saying "We have never in our history signed such a big deal."

Edelmans the world's largest gun outlet, has formed a new tackle division that will be opening to the general public in April. Bob Ishkanian, the president of the company, said they'll be "doing the same thing in tackle we've done in the gun business." Edelmans is noted for huge inventories and fantastic prices, with heavy advertising and expert sales help in their store.

Lou Rosado was quoted as saying, "We hope to take over the tackle business, sell everything cheap! We will be selling bait at unreal prices and making custom rods, repairing rods and reels and installing big name fighting chairs and boat equipment. Yes, if it's fishy, we'll have it."

By the way, Edelmans is looking for more experienced people to man their fishing division. If you own a tackle store or if you have worked for a tackle store for at least four years, contact Lou Rosado at 516 249-8080. Starting salary for qualified help is $400 per week.

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larger 4-inch, 3/8 ounce model. It is also available in seven finishes.

Every Variant is individually pretested in a tank for its floating ability and swimming action. On normal retrieve, the Variant runs about 4 feet deep, but can be run deeper by placing a small split shot a couple of feet in front of the lure.

For more information on the Variant, contact Lazy Ike Division, P.O. Box 3410, Sioux City, Iowa 51101. Or phone 402-494-2013.

PENN 113HLW SENATOR II® FOR HIGH SPEED TROLLING

Here's a basic reel for albacore and yellowtail, as well as kings, sails, and marlin. This rugged, light trolling reel features wide spacer bars—front and rear—with handy line meter. This new black solid die cast anodized aluminum spacer bar gives the reel greater rigidity and strength when battling a big gamester.

The wide capacity 3'' black anodized forged aluminum spool holds approximately 600 yds./30 lb. mono. Perfect for casting. Its 3.25 to 1 gear ratio is the perfect combination for controlling fighting fish and retrieving lures fast. Stainless steel and machined brass components are designed to give anglers years of service.

Reinforced side plates, Penn ''Star Drag'' system, deluxe stainless steel ball bearings, precision gears and convertible handle feature make this 32 oz. reel popular with fishermen from coast to coast.

For further information on the Penn 113HLW Senator II reel and the entire Penn line of Great American-Made reels, write: Penn Fishing Tackle Mfg. Co., 3028 W. Hunting Park Avenue, Dept. P, Philadelphia, PA 19132; (215) 229-9415.

R&R TACKLE INTRODUCES STAINLESS STEEL BUTT

R&R Tackle has just introduced its stainless steel butt, which is by far the finest available on the market today. This butt is made from the highest quality stainless steel (non-magnetic) precision machined to exacting tolerances by skilled craftsmen with over 25 years of manufacturing experience.

The time has never been better to replace old wooden butts that break and cause expensive losses of valuable equipment; and for rod builders, here's the finest, most indestructible rod butt available.

The stainless steel butt has the following advantages:

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HUMMINBIRD'S NEW TROUBLE SHOOTING & INFO GUIDE

At last, users of Humminbird depth sounders can get immediate answers to questions about their units without having to call the factory. Humminbird introduces its **Trouble-Shooting and Consumer Information Guide**. Compiled by Techsonic's Larry Colombo, the guide lists frequently asked questions and complete, easy-to-understand answers. Also included in this first release are helpful charts containing valuable information on trouble-shooting and on using Humminbird depth sounders.

Company officials intend to update the guide periodically, with the goal of making it the most comprehensive consumer manual in the industry.

To order the ''Trouble-Shooting and Consumer Information Guide,'' write to Humminbird, One Humminbird Lane, Eufaula, Alabama 36027.

EAGLE INTRODUCES NEW LOW FREQUENCY GRAPH

Now, for sportsmen searching the deep waters of the mighty seas and the Great Lakes, Eagle Electronics, a division of Lowrance Electronics, Inc., offers a new and affordable, low frequency computer graph recorder.

''For those fishermen who venture into the deeper waters and desire a quality low frequency graph at the industry's lowest price, the Mach 2 is unmatched,'' stated Darrell Lowrance, company president.

The Mach 2 offers 12 depth ranges down to 2500 feet and a simple to operate rotary switch range selector that shows the lower one-half of any selected range. The use of the splitter gives the operator a total choice of 24 popular deep water fishing depth ranges.

Packaged with a 45 degree transducer, the Mach 2 provides greater depth penetration for offshore fishing and covers wider areas underwater enabling the charting of downrigger weights.

Like the Mach 1, the Mach 2 features printed grid lines and depth scales, adjustable sensitivity, suppression, paper speed and grayline controls and the famous Lowrance patented variable pulse length suppression.

A hinged, easy-load paper carriage makes changing charts a snap on even the roughest of seas and waterproof circuitry allows for quick, easy clean up.

For full details on all Eagle units, and a free catalog, contact: Eagle Electronics, P.O. Box 669, Catoosa, OK 74015.

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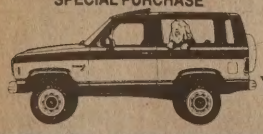

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Anglers landing a fish of record proportions may submit their entry on an official Fisherman Contest weigh slip, available at any Official Fisherman Weigh Station. Simply check the box designating state record consideration, fill in all of the requested information and send the slip, along with a photo of yourself and the fish to: The Fisherman, Post Office Box 1994, Bridge Street, Sag Harbor, New York 11963. If a Fisherman Contest Slip is not available, then a club, marina or tackle shop weigh slip will suffice. In either case, the slip must be witnessed and signed by an official weighmaster. Those qualifying as state record holders will receive a handsome certificate in recognition of their accomplishment. State record information is available from the New York State Department of Environmental Conservation office in Stony Brook (516-751-7900) or from The Fisherman (516-725-4200).

Species:	Weight:	Angler:	Date Caught:	Location:
Albacore (Longfin)	59 lbs. 8 oz.	Eileen Merten	Aug. 14, 1971	Shinnecock
Black Sea Bass	9 lbs. 0 oz.	Sal Vicari	Oct. 10, 1983	Montauk
Blackfish	15 lbs. 5 oz.	Vincent Sombrotto	May 18, 1983	Peconic Bay
Bluefish	24 lbs. 8 oz.	Erin McDonnel Brown	Sept. 29, 1979	L.I. Sound
Cod	76 lbs. 0 oz.	Louis Schobel	Jan. 28, 1981	N.Y. Bight
Flounder (Winter)	5 lbs. 2 oz.	Thomas McCabe	June 27, 1983	Montauk
Fluke	22 lbs. 7 oz.	Charles Nappi	Sept. 15, 1975	Montauk
Marlin (Blue)	940 lbs. 0 oz.	Skip Lowell	Aug. 4, 1981	Montauk
Marlin (White)	130 lbs. 0 oz.	Mrs. P. Dater	Aug. 13, 1951	Montauk
Pollock		40 pound minimum		
Porgy (Scup)	6 lbs. 4 oz.	Samuel Warren	1978	Montauk
Shark (Blue)	393 lbs. 0 oz.	Roy Carpenter	Sept. 8, 1979	Montauk
Shark (Mako)	1080 lbs. 0 oz.	James Melanson	Aug. 26, 1979	Montauk
Shark (Tiger)	1047 lbs. 0 oz.	Bob Jessen	July 16, 1983	Fire Island
Shark (White)	1450 lbs. 0 oz.	Richard Pastorelli	July 24, 1965	Montauk
Striped Bass	76 lbs. 0 oz.	Bob Rocchetta	July 17, 1981	Montauk
Swordfish	492 lbs. 4 oz.	Dorothea Cassullo	July 4, 1959	Montauk
Tuna (Bigeye)	335 lbs. 0 oz.	Richard Buechmann	Sept. 27, 1981	Fire Island
Tuna (Bluefin)	1071 lbs. 0 oz.	Larry Thompson	Aug. 21, 1977	Montauk
Tuna (Yellowfin)	223 lbs. 0 oz.	Bob Jessen	July 31, 1983	Fire Island
Weakfish	17 lbs. 14 oz.	William Herold	May 31, 1980	L.I. Sound

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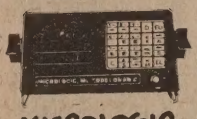

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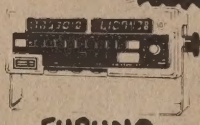

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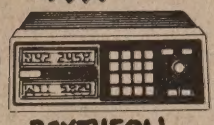

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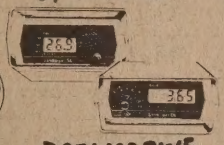

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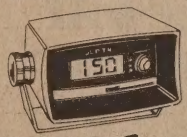

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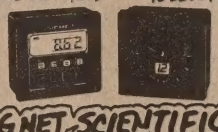

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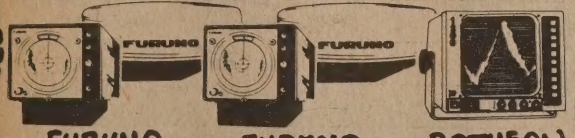

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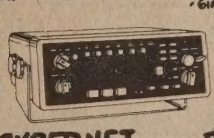

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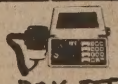

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A periodical look at what the New York Sport Fishing Federation is up to.

Minutes of meeting held January 17, 1984.

Beach Access: John Fritz (Farragut Striper Club) read letters he had sent to the Brookhaven Town Board opposing the closing of beach access routes to Brookhaven Town Beaches along the North Shore. He also reported on the Camp Hero situation where negotiations are now going on regarding the base with GSA, State of New York and the Town of East Hampton. He also discussed activities of a new group in the Cedar Beach area headed by Ken Herman.

Camp Hero: Joe Pelligrino of Baldwin Rod and Gun Club discussed their club's activity with the Camp Hero situation. He advised that the Sierra Club is now involved and is very active. He urged all members to write to their Congressmen urging them to support Bill HR 4405, which would transfer the land to New York State for public park land usage. This is Bill Carney's Bill.

Saltwater Fishing License: Joe Kayal (Montauk Surfcasters) reported that Rep. Sawyer's Bill has been withdrawn and will be rewritten and resubmitted. The new bill will address many of the concerns that Joe's Committee discussed with the delegates at the last meeting.

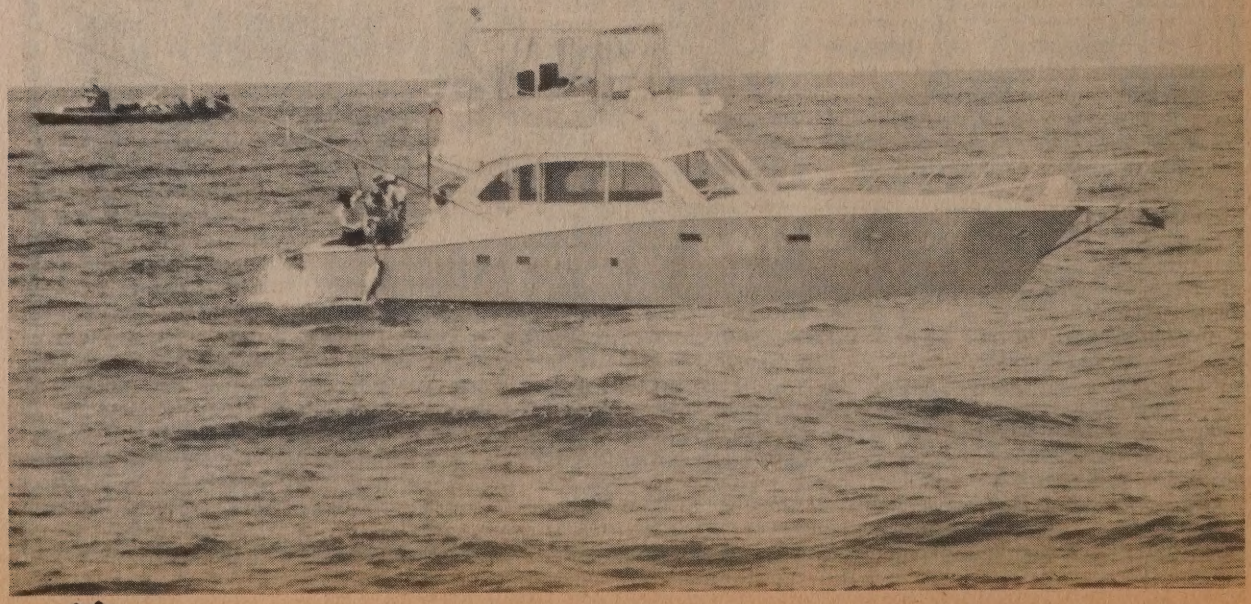
Striped Bass: Bob Rance reported that the East End commercial interests are preparing legislation that will weaken or rescind the Bass Law. He also advised that the West End pinhookers were also organized to defeat the new law. Latest reports from the Chesapeake indicate that it will take triple the egg production to maintain the fishery in its present state, which is the worst ever, and six times the egg production to get back to where it used to be. A five to six year moratorium is being discussed.

Publicity: Lance Landgraf suggested that the Federation get behind The Fisherman's "Take A Kid Fishing Program." This received unanimous acceptance and will be put on the next meeting's agenda.

Sportfishing Forum: Floyd Carrington and Bruce DeYoung of Sea Grant discussed the two-day program set for SUNY—Farmingdale on February 24th & 25th. There are only 600 tickets available and they will be sold to members of the Federation up to February 6th. After that date, tickets will be sold to the public. Club ticket orders must be to Ray Cadorette by the 6th.

Saturday's program will have something for everyone. Herbert Doig, Asst. Commissioner of the DEC, will discuss the future of the striped bass. Jay Tanski of Sea Grant will discuss a new technique to reduce boat repair costs, while Kevin McCarthy of the National Weather Service, will talk on marine weather forecasting. Jeff Overton of Sea Grant will also discuss hypothermia.

The Surf, Bay and Inshore Fishing Seminiar will deal with striped bass,



winter and summer flounder, weakfishing in the Peconics, gear for surf fishing and effective bottom fishing.

For offshore anglers, Dave Crestin of NMFS will discuss Tuna Regulations. Darryl Lowrance will discuss marine electronics, and Frank Johnson of Mold Craft will talk about trolling lures. There will also be a session on downrigging.

The last item on the agenda will be a presentation by Jack Casey, noted NMFS marine biologist and shark expert, on shark fishing off Long Island.

Mid-Atlantic Fishery Management Council: Vic announced that two names are being forwarded as nominees to the council: Charlie Johnson, Asst. Director of the Federation, and Fred Golofaro, Editor of The Fisherman. If one or both of these men are appointed to the Council, it will be the first time that New York State has been represented by a voice from sport fishing thousands.

John Mason, DEC, reported from the Council that: 1) the Bluefish Management Plan is being sent to the Sec. of Interior for adoption; 2) it will support the Atlantic States Marine Fisheries Commission weakfish plan; 3) support for an offshore zone plan for striped bass; 4) is developing a program of joint ventures for squid off our shore.

John further stated that any interested party could receive minutes of the Council by writing a request to the Council at: Federal Building, North and New Streets, Dover, Delaware 19901.

He also asked that we write to our Congressmen urging them to place a sport fishing representative on the Council.

The last item on the agenda was a lively discussion of what constitutes a recreational fisherman. Vic read an article from the Sport Fishing Institute which gave credence to the proposal that anyone who sells his catch is a commercial fisherman. While there was some support for this notion, there were many other viewpoints expressed: kinds of gear should be considered; enforcement and constitutionality; whether done for profit, and caught in a sporting manner were just a few of the items discussed.

As the clock neared midnight, Floyd Carrington left us with the following: "Fishing is considered recreational when pleasure, amusement, relaxation and/or home consumption are the primary motivation. Under NMFS policy, marine recreational fishing can involve monetary return from the sale of part or all of the catch, provided those returns constitute an insignificant part of the angler's income and are not the principle reason for engaging in fishing."

The delegates were urged to go back to their clubs and get a feeling about this very controversial issue and return at the next meeting to formulate a statement from the Federation.

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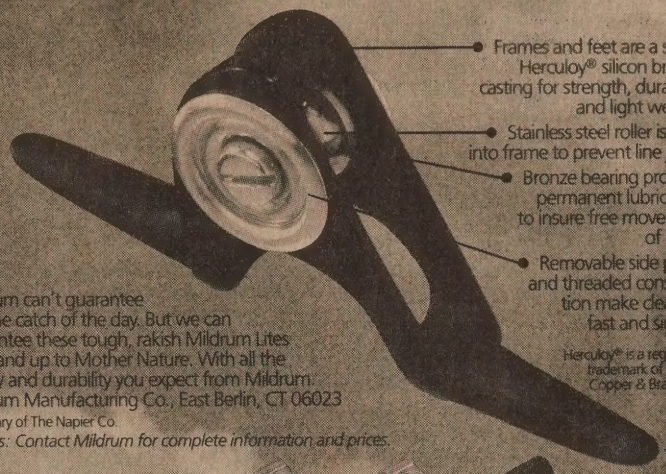

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MARINE COSMETICS

by Charley Soares

Not to worry Revlon or Avon, we are not introducing a new line of beauty aids for sailors or fishermen, although it might not be a bad idea as everything "marine" demands a consumer price much higher than similar products intended for land-based individuals. When the Park Avenue advertising types talk cosmetics they generally allude to something you put on a person or body to enhance their appearance or desirability. The following discussion is about cosmetics, but from a protective point of view. Now your spouse or girl friends may think it odd to apply something to another surface to make something else look better—but that is just what we are about to suggest.

The person who owns a boat, be it a gleaming fiberglass machine or a well-cared for wooden craft, is usually as concerned with its appearance as its performance, much as you would care about the family car.

The sharp edges of most trailer frames (all that I have seen) can put a permanent hurt on the gel coat or finish of all glass, wood and aluminum boats. Once the skin or protective coating is broken it provides a place for infiltration of the elements which can cause all sorts of problems. Preventing dings or more serious gashes is really no big deal. Some foam rubber or similar buffing material, nylon cord, glue and electrical tape and less than an hour's effort will save you a lot of grief while protecting your investment.

I have seen so many otherwise good-looking and well-maintained rigs with deep abrasions right through to the matting on glass boats, and a few aluminum hulls with tears right through the outer skin. Almost all of these are under the water line. Plywood boats, although not as popular as in years past when it was THE boat building material, suffers perhaps the most serious damage as the top laminations are damaged and allow moisture to get inside and expand the damage. The above is a lot more serious than just cosmetic damage. Study the sharp edges of the trailer frame most likely to come into contact with the bow of your boat when launching or retrieving and imagine how much damage this could do (if it already has not) to your hull.

In my last two trailers I have utilized some black industrial foam rubber given me by a sheet metal worker who picked up these scrap pieces off a job he was on. He has informed me much of this type of material is available just for the asking as it is all disposed of once the job is completed. This material can take the lumps, exposure to saltwater and air and still remain supple and protective for many years.

How much of the corners you cover will be determined by how much material you have at your disposal. I prefer to cover those areas from at least the trailer bunk brackets or rear roller around to 8-10 inches or more as the extra padding will never hurt. I have seen wood used with the corner joints mitered and faired and I'll grant you it's better than metal, but not as good as rubber and it's a hell of a lot more work to shape and fasten. Measure the width of the frame as we did on the trailer for our small rig as pictured. Cut the material for both corners and spread a good grade of contact cement on both surfaces and allow to dry. Press each corner in place and secure with the nylon cord as illustrated. When the glue is set, finish off the job with large commercial electrical tape to cover the nylon cord and dress the job up.

So far we have concerned ourselves with the protection of inanimate objects, but there are lots more reasons. If I were awarded a Purple Heart for each serious injury I suffered to my shins or ankles while scurrying around the trailer, I would need a field jacket to affix them to. This does not include the torn boots and foul weather gear which has been attacked by these self-same obstacles. For a little time and effort you can take care of a source of much trouble and eliminate one of the many things which could spoil a day afloat.

The nasty sharp corners of most trailer frames can and do cause serious damage to hulls, shins and clothing. It's no big deal to correct this problem.

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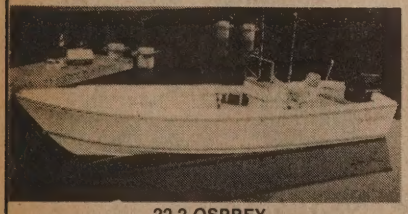
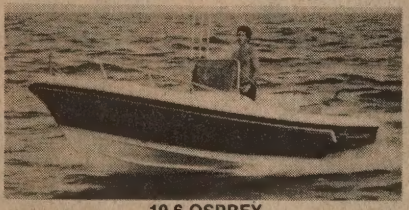


22.2 OSPREY



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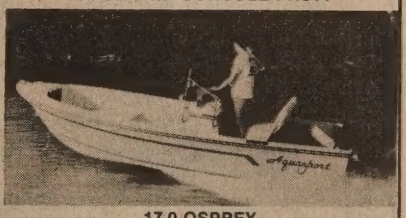

17.0 OSPREY

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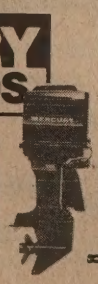

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SPLICE A DACRON LINE

by Ken Gerhardt

As most of you know, I'm a prime exponent of Dacron line for deep jigging cod. I've extolled its advantages at length in other articles, but have never touched on splicing it to itself. Most of the guys I know either knot on a new shot or peel off what's left on the reel for total replacement after a "snag" breakoff.

With the cost of Dacron, throwing away a portion rather than trust a knot does not make too much sense, particularly when it can be easily spliced. If one trusts a knot (and they can be trusted) it can hang in your guides at the worst moment or it can indeed tear a chunk out of one of your fingers. Unfortunately, the splicing needle supplied with the Dacron, like the directions how to splice, is worthless. The latch either hangs up or breaks.

After thinking about what the "latch" tool tries to accomplish, I came up with a replacement which costs virtually nothing; works well every time, and cannot damage the Dacron fibers. After thinking out the tool, I reworked the manufacturer's direction to give a fool-proof splice.

Let's make the tool first. You'll need 8 or 9 inches of .015 piano wire leader.

1. Make a return bend in the wire (180 degrees) in 1/2 length so it looks like a hairpin.

2. Insert the tool into the core of line #2 about 2 inches (see Step 1).

3. Pull line #1 into and through line #2 (see Step 2).

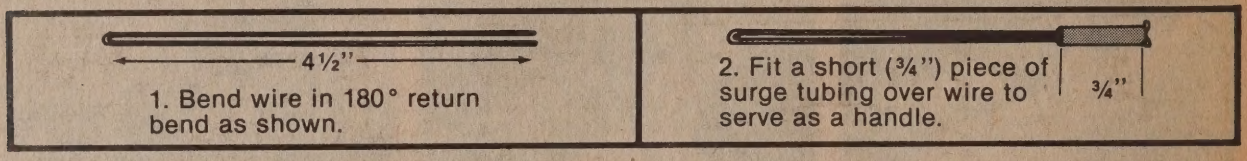
4. Insert the tool into the core of line #1 about 2 inches (see Step 3).

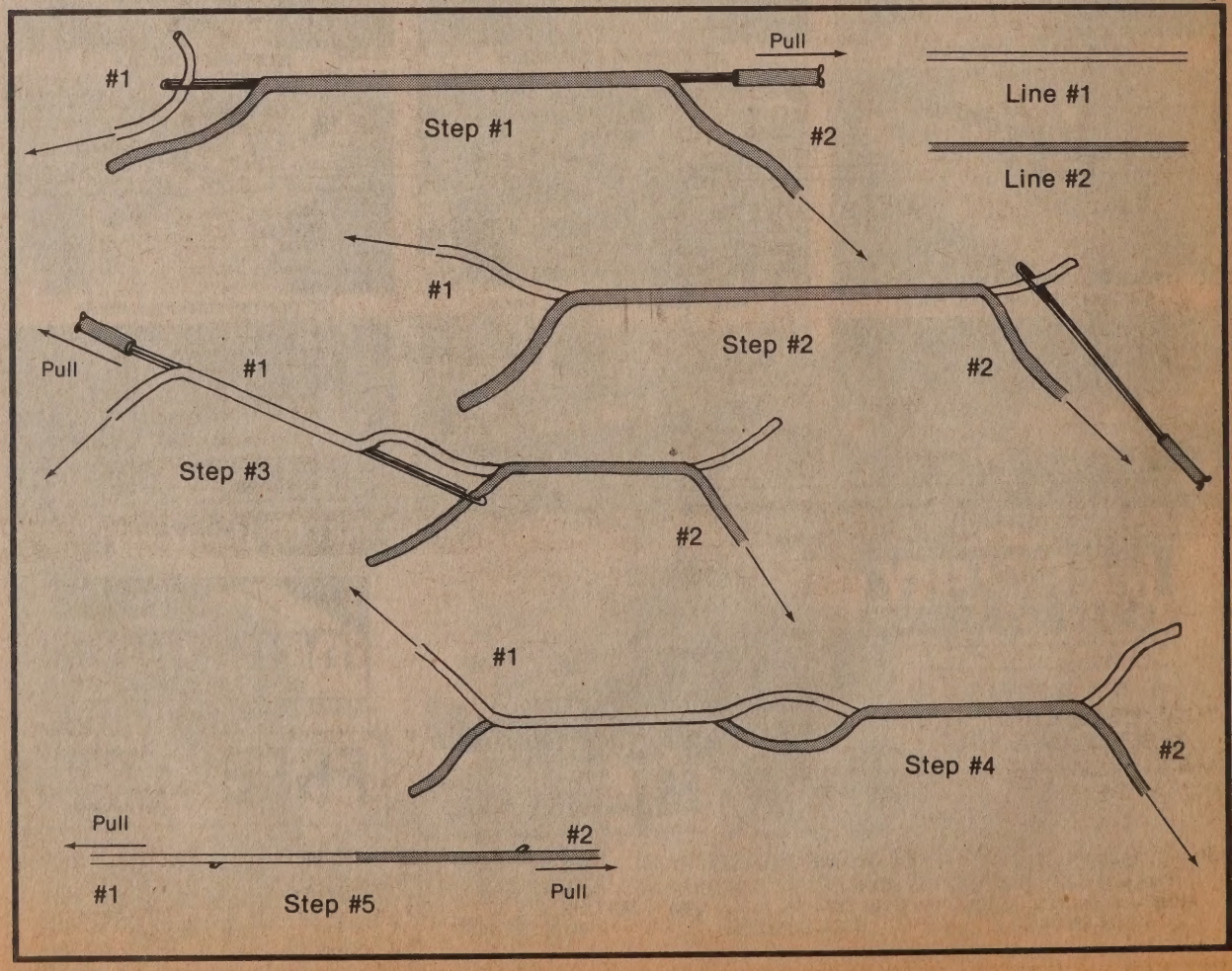
5. Pull line #2 into and through line #1 (see Step 4).

6. Now repeat steps 1 through 4. In effect you've doubled the splice.

7. Pull on both ends of the line to snug-up and even out the splice (see steps).

Now you have a splice that is as strong as the original line, will slide through guides smoothly and will not come apart.





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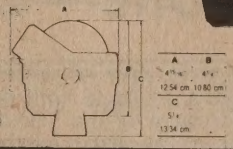

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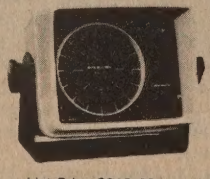

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CHOOSING A TRAILERABLE OFFSHORE BOAT

Part One—*by J.N. Raguso*

In an attempt to shed some light on this incessant crusade for the "Golden Fleece," a/k/a, the search for the ultimate, down-sized affordable offshore boat, let's establish some parameters for our discussion. By "trailerable," let's presume something in the 22 to 25 foot range with an 8 foot maximum beam. Anything smaller than this would tend to be cramped during the course of a day's long haul with the normal complement of captain and at least two crew, food, bait, gear and fish boxes. Additionally, cuddy cabins and walkaround cuddies get preference over the center console type boats due to their spartan, but welcome privacy, equipment storage, out-of-the-weather shelter and increased usable cockpit space. But if you are strictly a center console devotee, these models are usually a few thousand dollars cheaper and built on the same hull design as their cabin counterparts. An outboard gets the nod for power choice due to weight savings and more usable space for fuel tanks and insulated fish storage. Our definition of "offshore" will include that zone from 10 or so miles off the beach to 50 miles out, with an occasional Texas Tower or Canyon trip thrown in. It's important to stress that these are not die-hard canyon runners, but merely small, fast, seaworthy craft capable of extended trips and sensible canyon junkets. Finally, "affordable" would limit most of us to a range of $18,000 to $27,000 (dealer discounted) brand new, with power included. Of course, you can substantially exceed this price ceiling with an arsenal of electronics and a tuna tower sporting dual controls, but that's a personal signature that every angler perceives with slightly different vision. We'll stick to the hull and power options.

To support the theoretical alternatives proposed in this article, you may find both empathy and humor reliving some of my past experiences in the quest for the "ultimate" machine. For most people, myself included, money is always in short supply; so you want to make the right decision the first time out. Being stuck with a craft you're unhappy with is no fun for anyone, especially when you try to sell it in an unsympathetic marketplace. Learn from my mistakes.

In case you're reading to see if I've really found the one boat that's head and shoulders above all the others, forget it! **Every** boat is a compromise to a certain degree, but the free enterprise system has at least ensured us of high quality merchandise in a competitive market. My research and preferences indicate that there are three or four boats that represent **outstanding** values in the current crop of possibilities; so let's get down to the various pros and cons of hull design to help you decide what's best for you, establish some universal quality standards, and determine what compromises you can live with.

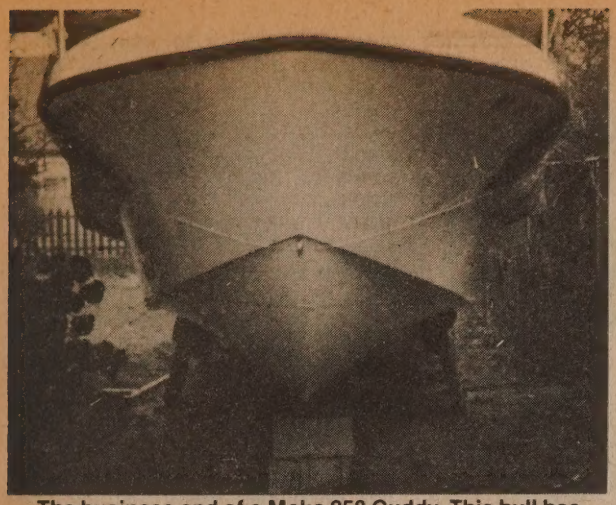
There are two basic styles of hulls for boats in the 22 to 25 foot range, namely planing and displacement types. As the names imply, planing hulls skim quickly across the surface of the water, while displacement craft actually "displace" water by plowing through it and pushing it aside. Most contemporary down-sized fiberglass fishing boat designs rely on a form of planing hull to get the job done. On the other hand, many sailboats use displacement hulls due to the fact that they can achieve their maximum hull speed with wind or modest powerplants. A notable exception to this generalization are the ubiquitous "down-east" semi-displacement models currently produced by a few Northeast manufacturers. However, their lack of speed and reliance primarily on inboard power limits their popularity among the offshore clique. Of the planing hull varieties, the options include deep vee, variable vee, modified vee and tri-hull designs.

The advantages of a deep vee can be condensed into one simple statement: the ability to knife through steep seas comfortably at speed. This is the main reason why many offshore anglers prefer this hull type, defined by having a transom deadrise angle of at least 18 degrees or more. An added bonus of this constant deep angle construction comes in the form of increased room in the cabin and below decks for storage and fuel. No situation is without its disadvantages and deep vees are notorious for higher fuel consumption. This is due to the increased horsepower needs of having to lift more boat out of the water and keep it up on plane. Other liabilities of a deep vee are a tendency to roll a bit more than its counterparts either at rest or when trolling, plus the tendency to lean a bit into a beam wind, thus inducing unwanted spray. All three problems can be corrected somewhat through the stragegic use of hydraulic trim tabs. (Read Pete Barrett's treatise on this subject in last month's Vol. 19, Issue #2 of The Fisherman for more details.)

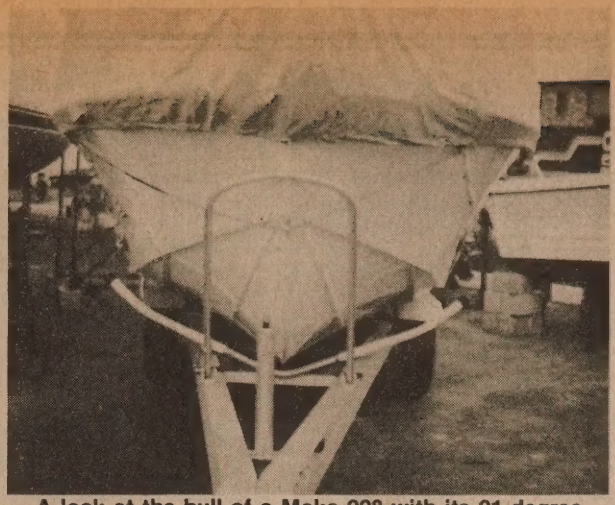
At the opposite extreme of the comparison scale is the modified vee. This hull style was popularized 20 years ago by the original Aquasport center console and still exists today in many competitive designs. A typical modified vee sports a broad and shallow profile with a moderate amount of vee that tapers to about a 12 degree deadrise angle at the stern. The advantage of this hull construction is quick and easy planing with a modest amount of required horsepower. The result is excellent fuel economy and an envious top end speed. Trouble is, it's a rare day when you can use this speed on the open ocean. The predictable disadvantage is a tendency to pound and slap into just about any head sea or a tight chop on the bay. The by-product is a very uncomfortable, wet ride due to the flatter, broader bow surface hitting the oncoming waves. This requires the boat operator to slow down, which reduces fuel efficiency, to prevent hardware and fittings (and his dental fillings) from shaking loose. A definite candidate for Excedrin headache #13!

The relatively new concept of the variable vee hull attempts to combine the qualities of the aforementioned deep and modified types by "marrying" a deep vee style below the waterline where it does the most good (from the keel to the lifting strakes) to a more modified angle above (from the strakes to the chine). This "double deadrise" allows the craft to run at a fairly decent speed into a head sea while maintaing stabilty and sea-kindly tendencies when drifting or trolling. Another advantage is the lower horsepower requirements when compared to a deep vee, thus conserving precious fuel for increased range. The disadvantage of the variable vee is that this hull does not have quite the beef of a deep vee to run at optimum cruising speed into three to five foot swells, nor does it

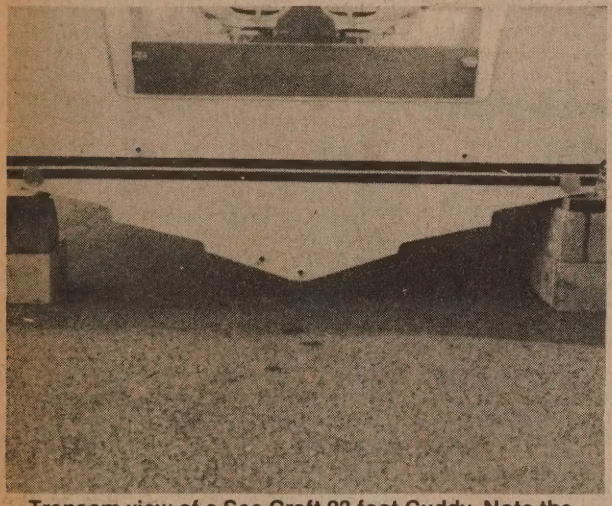
(Continued on page 44.)



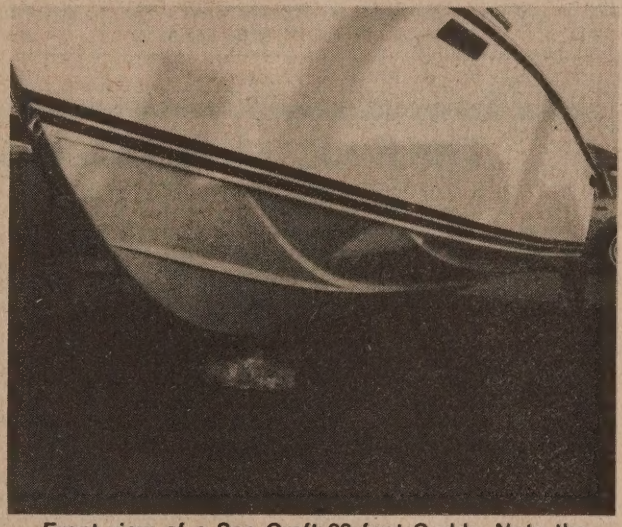
The business end of a Mako 258 Cuddy. This hull has a smooth profile with no forward strakes and 24 degrees of deep-V deadrise to eat up the meanest sea conditions.



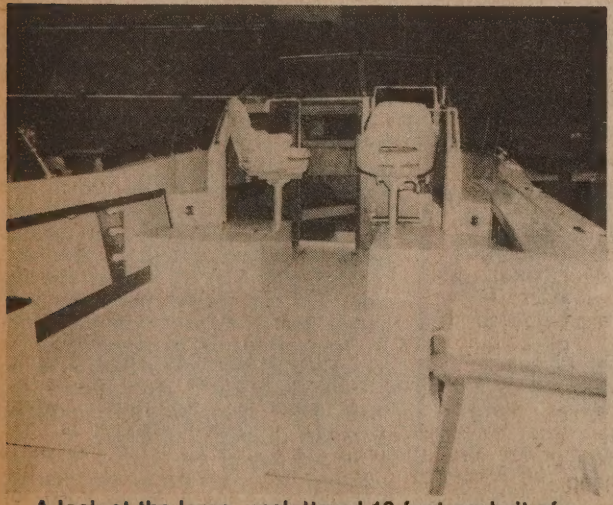
A look at the hull of a Mako 228 with its 21 degree deep-V and rakish appearance. Note the front strakes that provide lift and deflect spray to the sides.



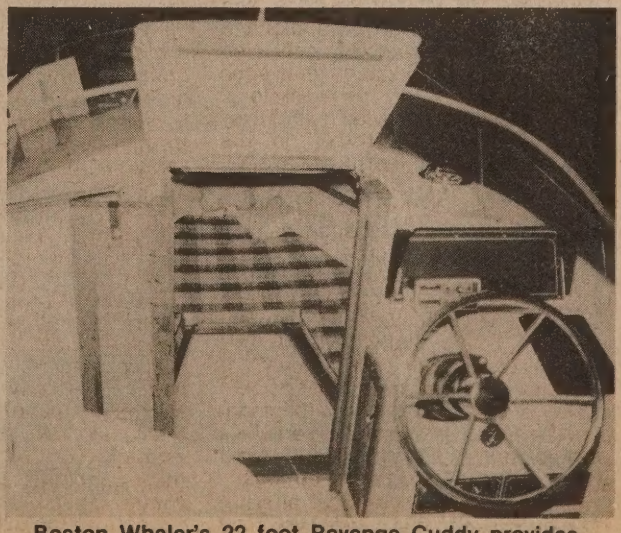
Transom view of a Sea Craft 23 foot Cuddy. Note the deep-V and reverse strakes that provide a "stepped profile." This hull configuration reduces the running surface below the waterline for greater speed.



Front view of a Sea Craft 23 foot Cuddy. Note the deep, sharp entry that permits this hull to knife through an unfriendly sea.



A look at the large, uncluttered 13 foot cockpit of a Grady White 240 Offshore. A pair of large capacity tanks under deck and four fishboxes with overboard drains combine with 360 degrees of fishing space.



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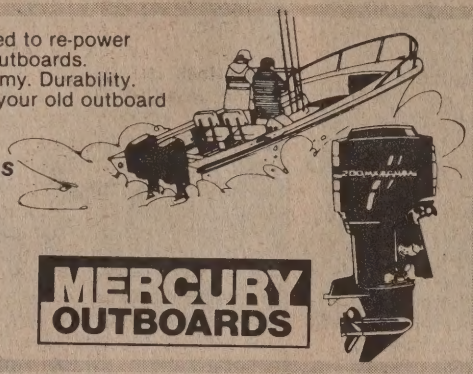

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possess the top cruising speed or fuel economy of its lighter-weight modified vee cousin. It's sort of like a cross between a white wine and a red. The result is a rose, theoretically a compromise for almost any occasion.

Tri-hull designs are not really appropriate for consistent offshore work. On flat, calm days they can really motor across the ocean's surface and provide excellent lateral stabilty. But should that glassy sea kick up, as it normally does with a late afternoon onshore sea breeze, you could literally shake every bolt and fitting in the boat apart, as well as a few brain cells.

Although there are few "written rules" in the boating industry for quality standards, keen competition has persuaded many manufacturers to build in safety features that exceed either Coast Guard or BIA specifications. For example, there are no requirements for any boat over 20 feet in length to contain foam flotation, but **all eleven** boats in our test group had either basic or level flotation. This is a definite plus that outboard hulls provide, and can be a lifesaver someday if you meet your match in a nasty offshore storm.

Some things to look for when pursuing any hot leads for a prospective boat are the following:

Basic or level foam flotation: The importance of this feature has been previously stated. It entails spraying an adhesive polyurethane foam under the decks, in the gunnels and sides of the boat and around the gas tank and stringer system.

Fuel Capacity: There's an old Chinese proverb that rings true today: "When going offshore, you can never carry enough fuel." I learned this the hard way a few years back when I ventured 35 miles off the beach on a shark trip in my modified vee 19 foot center console with 45 gallons of fuel. We had the good fortune of catching a 300 pound mako, but had to tow it back to shore. Needless to say, it began to get very dark with the sea kicking up into three to five foot swells, and we finally made it back to the dock on fumes over seven hours later. Enough said!

Look for at least an 85 to 100 gallon capacity in your boat for a single V-6 outboard application. Dual V-4s or V-6s will need more like 120 to 130 gallons. Many of the boats tested had fuel capacities from 150 to 200 gallons using factory-installed auxiliary tanks. If your boat is a little on the low side, you can always purchase a 12 gallon Boston Whaler type gas tank. At least three different companies manufacture this item and it can be an extremely safe and economical (less than $80 each) way to increase standard fuel capacities for an extended day of five to six hours of cruising to and from the fishing grounds and five to seven hours of trolling while you're there. **Never** carry gas in loose cans or containers. Too many bad things can happen and we've all heard horror stories of boats

blowing up every year due to gas fueling problems.

Hull Integrity: A corollary to the issue of vee style hull selection is getting a working knowledge of how the boat is made, specifically the lay-up schedule and stringer system construction. This is usually guarded information, available only through a courteous letter to the manufacturer's head engineer, so don't expect your local salesman to have it on the tip of his tongue. The top boat builders all use the 100 percent hand layup method of fiberglass construction, which means that once the gel coat is sprayed into the mold, the individual layers of mat and woven roving are each rolled into the hull form in-between layers of fiberglass resin used for bonding purposes. Some manufacturers use a "chopper gun" to lay down the mat material (sprays chopped glass and resin simultaneously) in-between the hand-laid layers of woven roving. Although they claim it's just as strong as the 100 percent hand layup method, the debate as to which technique is superior continues. Certainly, the chopped mat boats save time on the assembly line, but many feel that they produce a "resin rich" boat, where the resin to fiberglass ratio is a bit on the high side. Boating experts seem to gravitate towards a 60 percent resin/40 percent fiberglass figure as the optimum combination of hull integrity and flexibility to withstand the constant pounding of wave action.

The stringer system of any boat is integral in keeping the hull from warping or going beyond its flexibility limitations. The two most popular types are plywood and fiberglass. The discussion as to which is superior has no real solution and has caused many heated arguments. Plywood, when encapsulated by fiberglass resin and bonded to the hull with fabmat or woven roving, is considered to be ideal due to its light weight, high strength and flexibility characteristics. Supporters of fiberglass box stringers claim that wood in the bilge area has the potential to rot and that the fiberglass stringers provide a better bond (glass to glass) and can also be filled with more foam for superior flotation. While this may be true, boat builders who favor plywood stringers state that fiberglass stringers contribute a significant amount of extra weight (burning more fuel) to a hull and possess stiffness characteristics (when foam filled) that prevent the hull from flexing properly in heavy seas. There is no real answer as to which is best, but each style of stringer construction does add a few positive attributes to any hull's overall evaluation. Most of the top boats in our test universe had 100 percent hand laid hulls of the following schedule.

Gel coat (15-20 mils NPG Gelcoat)
1½ oz. mat
1½ oz. mat
1½ oz. mat
24 oz. woving roving
1½ oz. mat
24 oz. woving roving
1½ oz. mat
24 oz. woving roving

Insulated fish boxes: An often overlooked point when buying a boat is the capacity for insulated fish storage. After all, the whole reason for buying a $20,000-plus boat, burning the fuel, buying the custom rods and international reels, is to meet, defeat and take home those denizens of the inky offshore depths. What good is venturing 40 to 50 miles offshore to land your first marlin, dolphin or wahoo only to have the fish be half-baked on the ride back home because you had to leave it flopping on the deck?

The best fish boxes are those which are under-deck and have overboard drains. An acceptable alternative is to have the fish boxes located under the helm seats as long as they drain overboard. Those which drain onto the deck can cause a slippery mess at the wrong time, most often during a feeding blitz, and can make for hazardous footing. Remember one final note: the fish you'll catch offshore will be a shade on the large size, so make sure your fish boxes are at least 36" long, 15" wide and 12" deep.

Cockpit: Another important consideration when looking for your ultimate offshore machine is to get one with a large and uncluttered cockpit. The boats that graded consistently high in our market comparison all had cockpits of at least 11 feet in length from the forward cabin entrance bulkhead to the transom. This gives you the flexibility of mounting a fighting chair, installing a fish box along the centerline or just carrying an extra gas tank or two for the long trip and still have room to spare. This is where the cuddy cabins and walk-around cuddy models are superior to the center consoles—namely in providing greater usable space to take a quick nap or a trip to the head down below, or in having enough space to fight an ocean gamester without tripping over the helm chairs or loose gear laying on deck. Don't forget to look at the boat's cockpit freeboard, both at the stern and amidships. For those of you who are 5' 8", it might be an unimportant statistic, but I'm 6' 3" tall and I've almost fallen overboard on more than one craft that overlooked this seemingly minor detail. A height of 24 to 26 inches at the rear quarter should prove to be adequate for most of us. It also helps to provide greater leverage when locking your knees into the combing bolters to achieve a better rod angle on a fast-moving, hard-fighting fish.

Next week, we'll take a look at selecting a power plant for your dream machine and touch on a few specific hulls that meet the criteria for a trailerable, offshore fishing boat.

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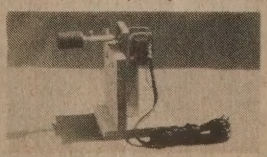

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RIGGER'S CHOICE

Part One — *by Pete Barrett*

A look at the methods of rigging offshore lures for more hook-ups and fewer lost fish.

Interest in offshore fishing grows and there are literally thousands of new fishermen entering the world of big game fishing each season. Our section of the coast is unique, not only for the good fishing we have, but also for the interchange of ideas that make their way back "home" with traveling anglers. Nowhere else in the world is there such a diversity of ideas about offshore fishing.

The influences of south Florida, the Louisiana Gulf Coast, Mexico, Texas, Hatteras—even Hawaii, are ripping through the ranks of offshore fishermen. The result is a variety of new ways to rig offshore lures faster, easier, and for a better ratio of hook-ups to striking fish.

Most serious canyon fishermen are switching to double hooking their lures using the traditional crimped loop system, a combination of knots and swivels, or by snelling the hooks to leader. The methods vary, but not the hook-up success. My own preference is for the snelled double hook rig, and with this method my percentage of strikes to solid hook-ups increased from 83 to 99 percent—a sizeable jump of boated fish.

We'll take a look at the crimped loop and the knot/swivel method of rigging in this first of two parts; then next week we'll go through the steps to snell a rig.

Why three methods? That's a question with a hundred answers. We all like to rig just a little bit differently than the next man.

If you are new to canyon fishing, these rigging methods will prove valuable as you re-rig last season's lures. Mono and cable can both deteriorate from sun, salt corrosion and drying effects of hot weather. Battles with big fish have probably left your favorite lures with chafed and abused leaders, so now is the time to get them ready for the coming summer.

Your choice of leader is limited to cable if you choose the crimped loop system, but mono can be used in all three methods. Some anglers use mono leaders and cable tail hooks on the double rigs. The basic equipment is simple: crimping pliers, crimps sized to match the diameter of the leader, cable or mono leader spools, plastic beads, small egg sinkers, hooks, pliers, and barrel swivels. Depending on the method you choose, you will use all or only a few of these items.

Crimped Loop System: This is the old standby—the time-tested method used from Hawaii to Hatteras and by virtually every lure manufacturer to market single hook rigs. The accompanying diagram shows how to form the offshore loop which is used to attach the hook to the leader and to form a loop at the top end of the leader to attach to the snap swivel on the fishing line. To attach the hook, the leader is passed through the eye of the hook twice, then twice through the loop itself. You can single crimp or double crimp the loop—the choice is yours.

Add the second hook by making a small second leader about 6 to 10 inches long so it fits the overall length of the lure with just the bend of the hook beyond the tail edge of the skirt. The forward loop of the tail leader is bent to the eye of the front hook and also to the loop that attaches that hook to the leader.

Some fishermen leave the hooks swinging free with the opinion that moveable hooks give the tuna or marlin no leverage to pry the hook free from their jaw. Others just as strongly believe that free swinging hooks mean missed fish and so they use tape to wrap the tail hook tightly to the shank of the front hook. The

Re-rigging equipment requires (from top) hooks, Nico Press or Sevenstrand crimping tool, cable cutter, pliers, assorted crimps, egg sinkers, plastic beads and spool of mono or cable leader.

tape also helps to keep the hook points at 180° or 90°, whichever is your preference.

Hawaiians have fine tuned the crimped loop method to a science adding thimbles and chafing tubes around the leaders so there's little chance of sharp teeth, or constant rubbing of the lure body weakening the leader.

Knots and Swivels: In the quest for keeping things simple, some anglers have gone the opposite way of the fancy riggers who delight in crimps, chafing gear and other hardware. Knowing that many lures get damaged on the first fish and that complicated rigging takes time, these anglers have devised the simplest method of rigging. They simply tie the hook directly to the leader with a Palomar or a clinch knot. Both knots can be tied in seconds compared to fancier crimped rigging, so there is a major time-saving. A small plastic bead in front of the knot provides a ball bearing-like action to avoid chafing the knot as the back of the lure rubs against it.

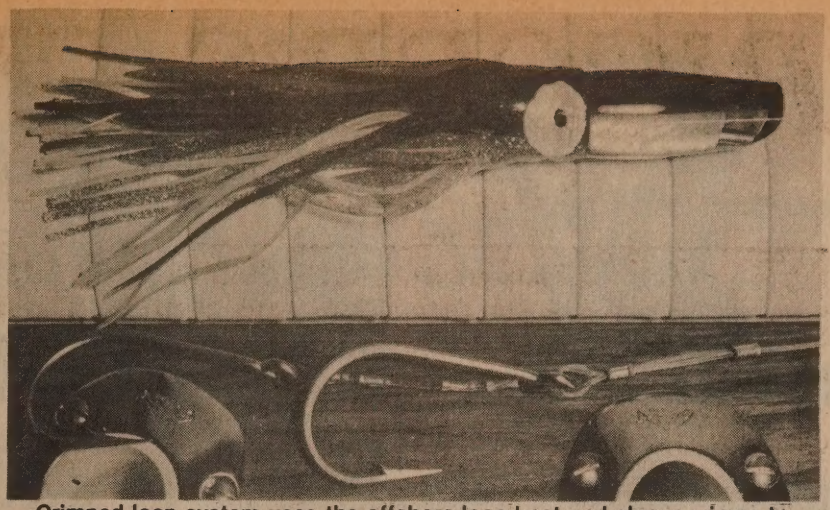
The best double hook rig uses a blend of the rigger's choice of either the snell hook or crimped loop system to actually make up the double hook part of the rig. The beauty of this system is that the double hook part of the rig can be made up in quantity ahead of time in the convenience and comfort of your basement. Dozens of double hook leaders can be stored in a small Tupperware box. At the end of each rig is a barrel swivel.

The forward parts of the leaders can also be made up ahead of time and cut to length. When ready to be rigged, the end of the forward part is pushed through the lure from front to back, then tied to the double hook rig with the Palomar or Clinch. Presto—you're ready to fish.

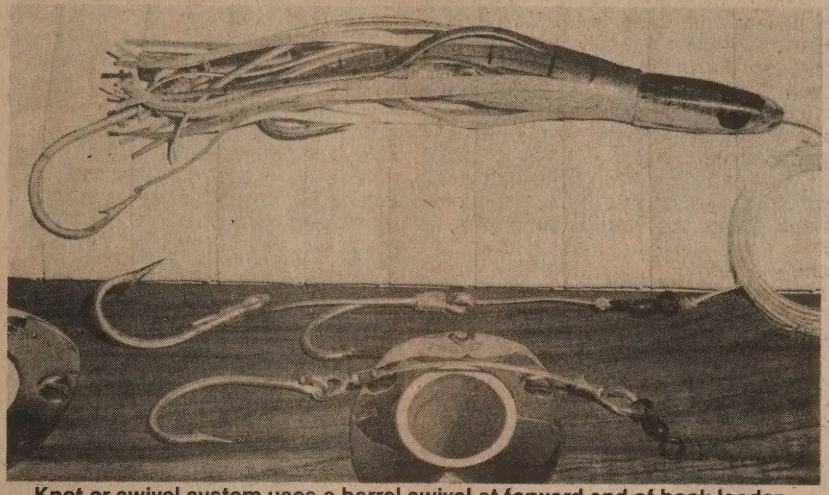
Should the hook part of the rig become damaged on the next fish, just cut off the hooks and tie on a new, clean rig. While I haven't used this method myself, Lou Truppi, a Fisherman contributor, has been using it for some time and is well satisfied with the strength of the system.

I did some tests of my own with a precision Hunter Spring Scale and found that leaders broke repeatedly at the crimp at 60 to 75 percent of the pound test rating of the leader. Knots tied in the same leader broke at 75 to 90 percent of the leader's strength. The knot system is at worst equal to the crimp system in strength and at best, it assures a stronger leader.

Next week we'll take a look at how to snell double hook leaders. One thought before we go. Last season every tuna boated on my Mako was hooked on the forward hook of a double hook rig. We did not blow a single fish because of leader failure, nor of hooks pulling free halfway through a fight and every knock-down resulted in a solid hook-up and a boated fish. The single fish we missed last year was on a lure used by a friend that was rigged with a single hook!

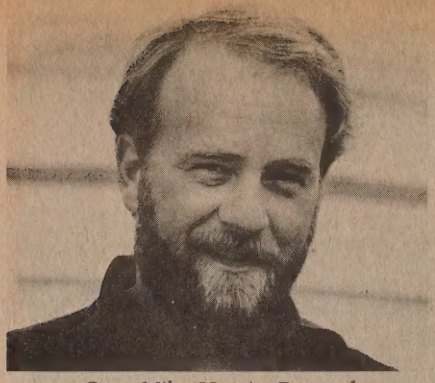


Crimped loop system uses the offshore loop knot and sleeve crimps to hold hooks in place. Tail hook is attached by a "mini" leader to eye of forward hook. Tape wrapped around forward hook shank and tail leader keep hooks in alignment with no tangles.

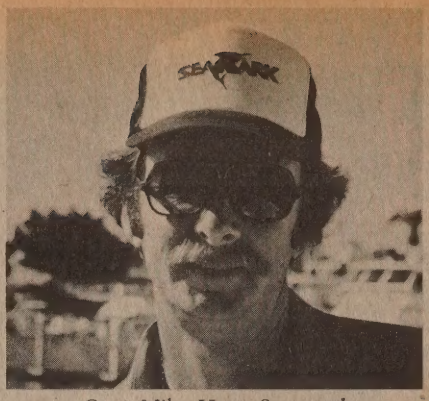


Knot or swivel system uses a barrel swivel at forward end of hook leader. A simple clinch or palomar knot attaches the pre-made hook leaders to the main leader for fast replacement of hooks due to fish damage.

Lures with brass through hole require chafing tube to prevent damage to leader by sharp edges. Soda or cocktail straws are commonly used. Soft lures like MoldCraft in center or highly polished lures like Spider on left require no chafing gear.

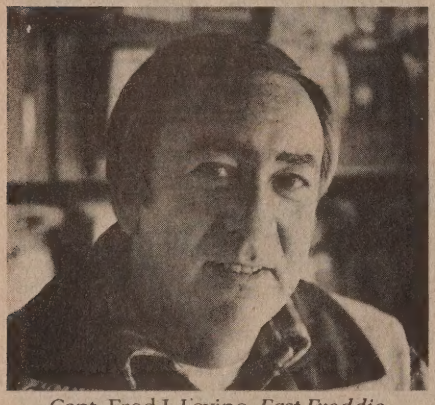


Capt. Mike Harris, *Reward*
Toledo, OH



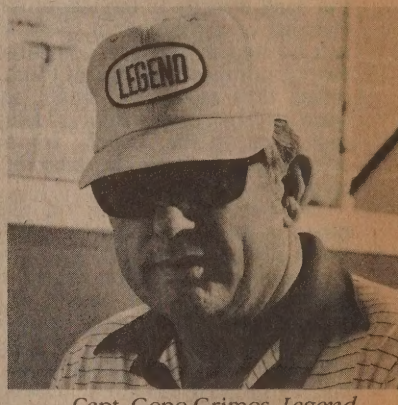
Capt. Mike Hurt, *Seamark*
San Diego, CA

Capt. Roger Martin, *El Pescado*
Islamorada, FL



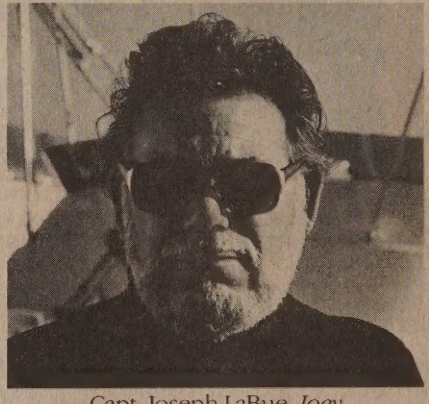
Capt. Fred J. Levine, *Fast Freddie*
Edmonds, WA

Capt. Bill Sheppard, *Scat Cat*
Corpus Christi, TX

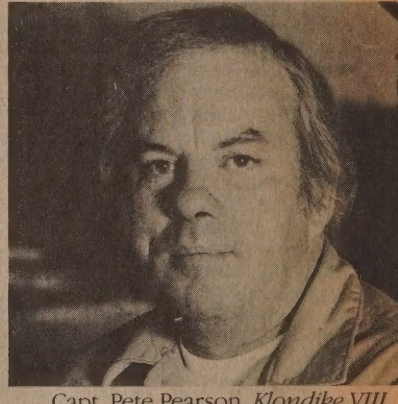


Capt. Gene Grimes, *Legend*
Point Loma, CA

Capt. Don Walwer, *Terry II*
North Eastham, MA



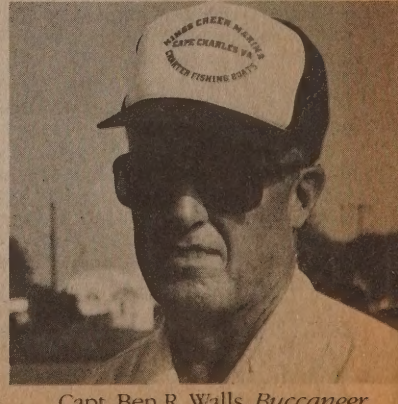
Capt. Joseph LaBue, *Joey*
Chicago, IL



Capt. Pete Pearson, *Klondike VIII*
New Rochelle, NY

Capt. Howard Bogan, *Jamaica*
Brielle, NJ

Capt. Skip Bradeen, *Blue Chip Too*
Islamorada, FL



Capt. Ben R. Walls, *Buccaneer*
Cape Charles, VA

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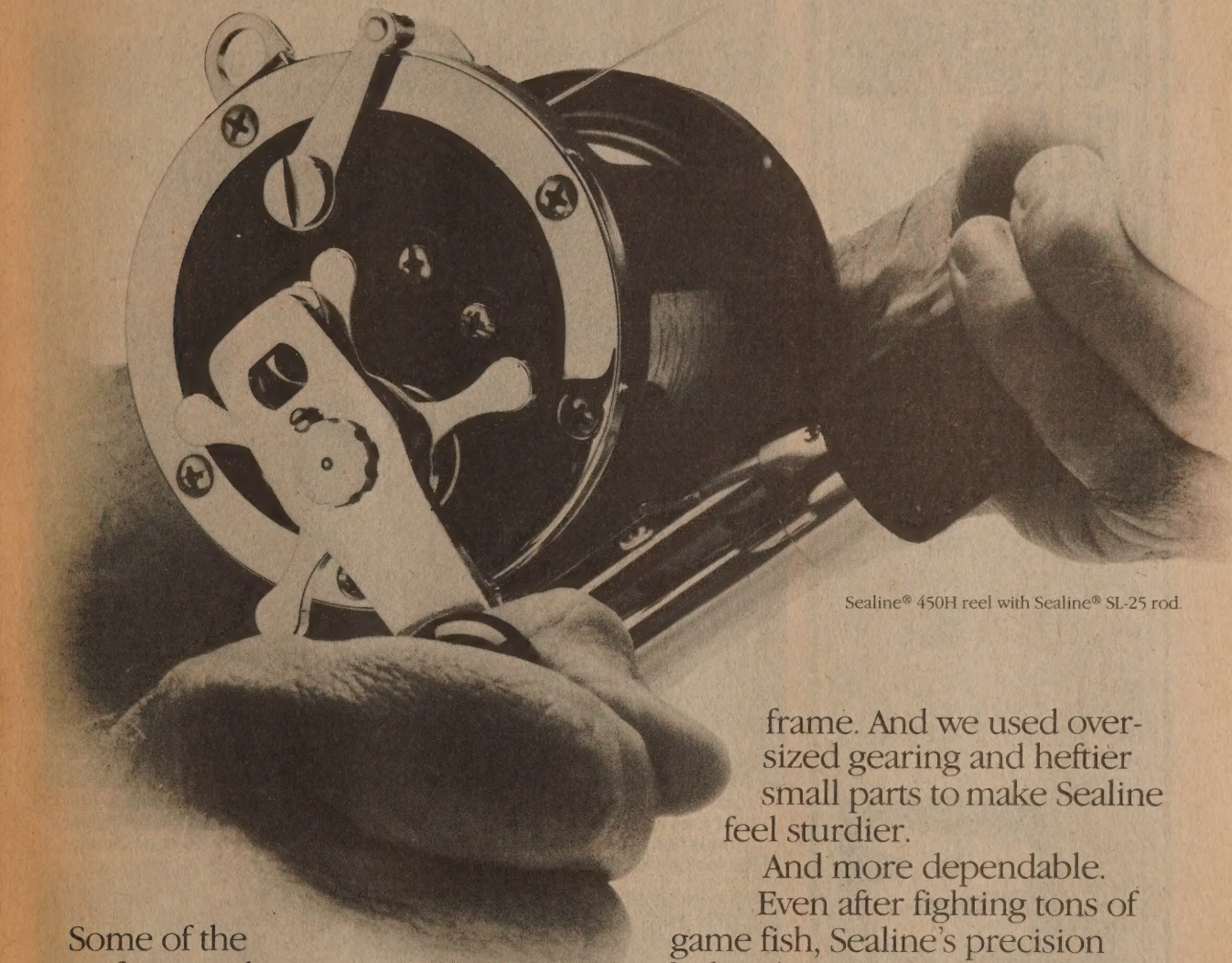

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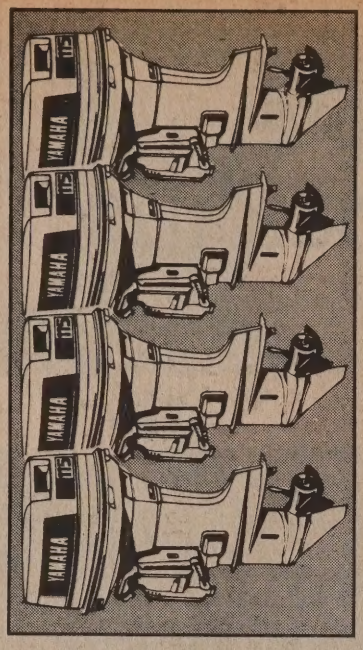

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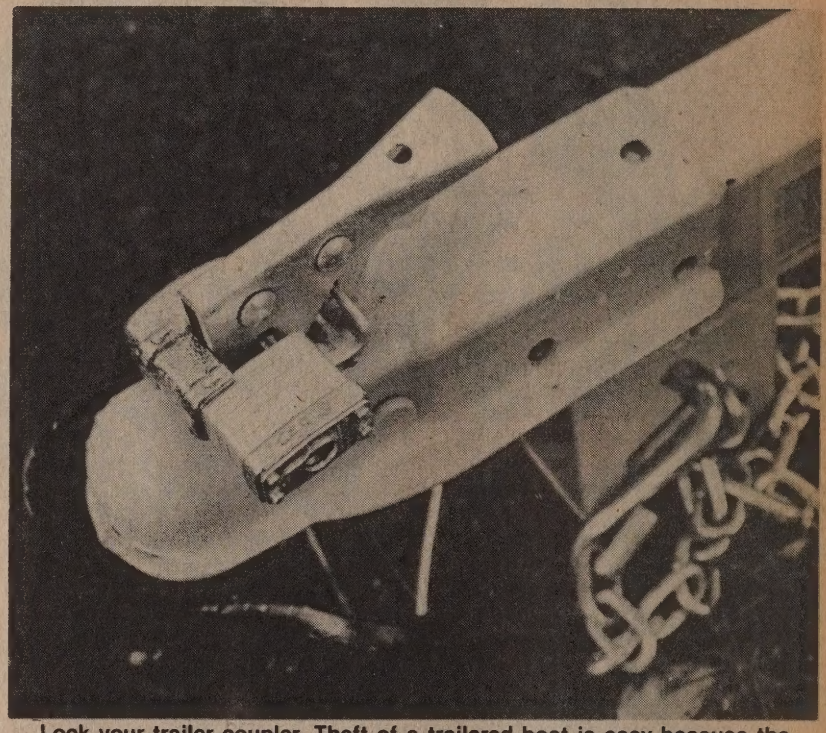
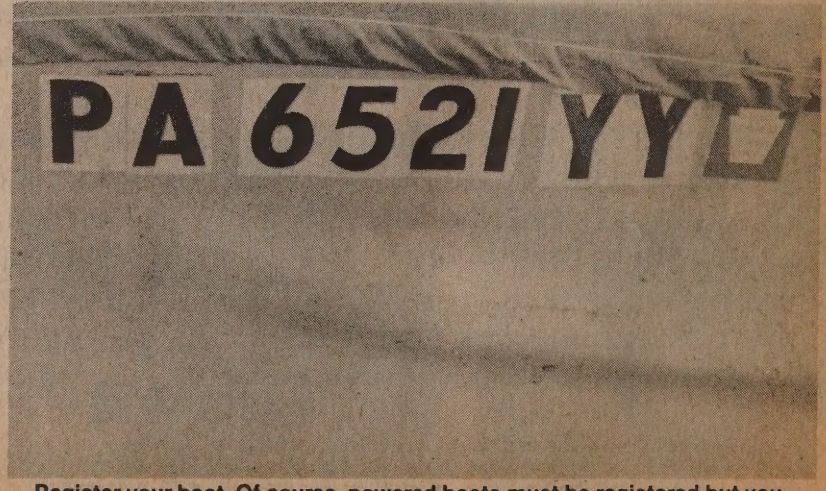
TRAILER BOAT —SECURITY—

by Art Michaels

These safety precautions can save you and your boat.



Lock your trailer coupler. Theft of a trailered boat is easy because the thief just attaches the unlocked trailer to his vehicle—quickly and quietly. Most any lock will do, but the one pictured here is made specifically for locking a trailer coupler.



Register your boat. Of course, powered boats must be registered but you should also register non-powered boats. If your boat is lost or stolen, registration can greatly facilitate its recovery.

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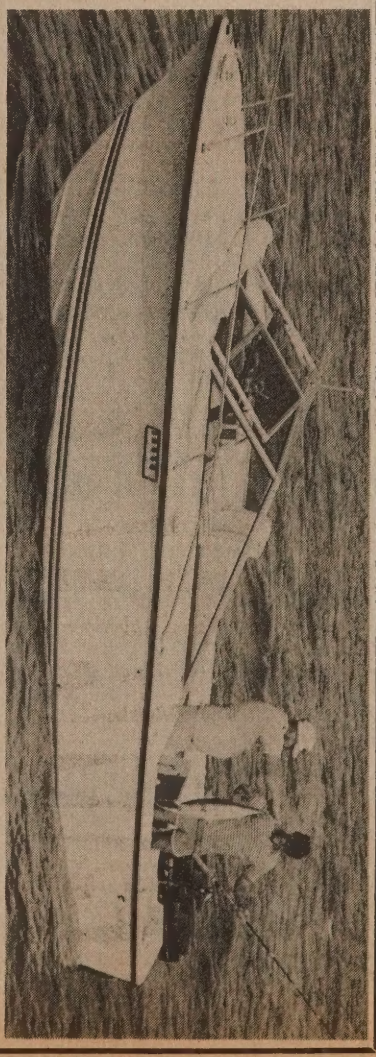
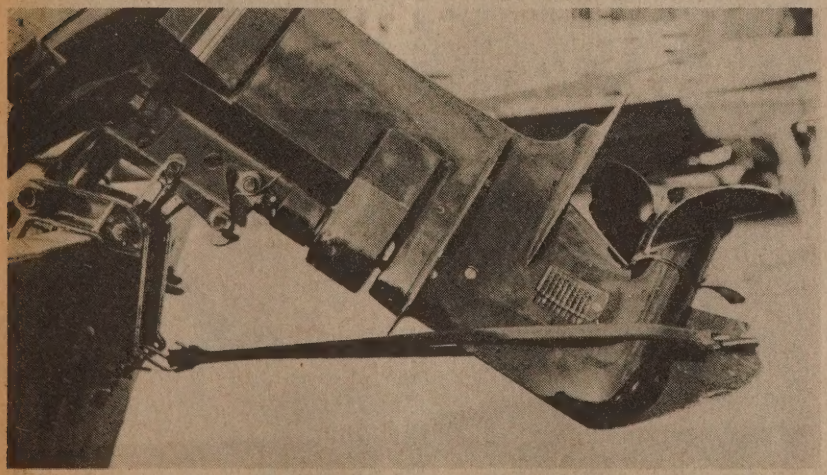


Park your trailered boat in the safest place you can find. If you must park your rig outside, let it spend the night bathed in streetlight.



Firmly secure your outboard engine for traveling. Engines that are battened down in transit require less maintenance than those that rattle around with every crack in the highway. In addition, even small, two-horsepower and four-housepower engines that are not secured can cause structural damage to your boat's transom. *(Continued on next page.)*

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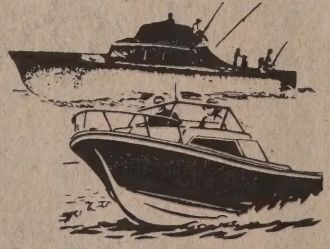

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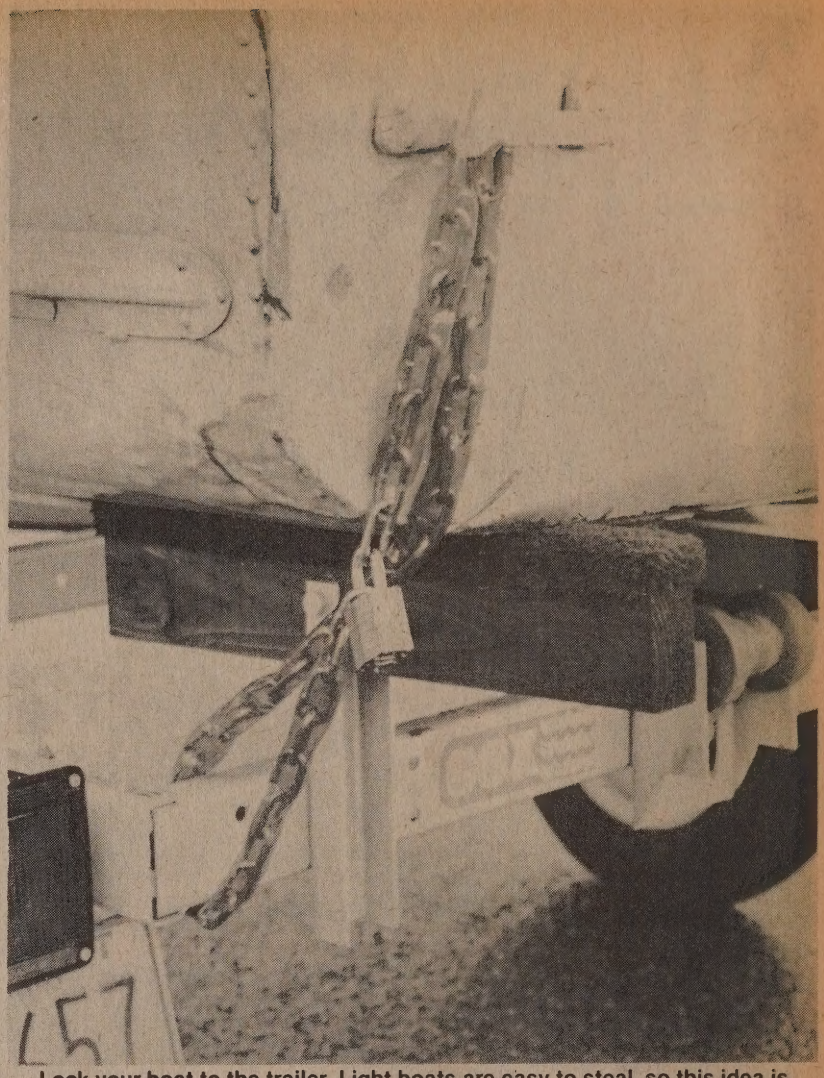
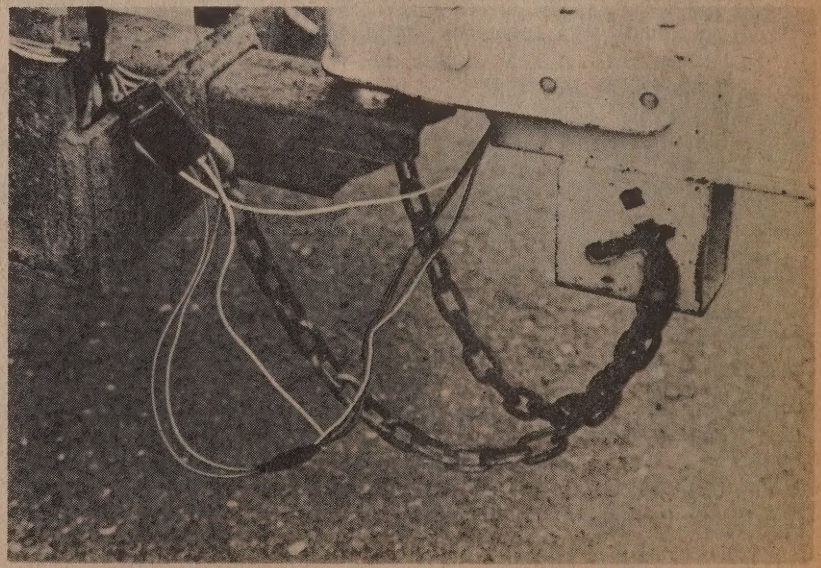
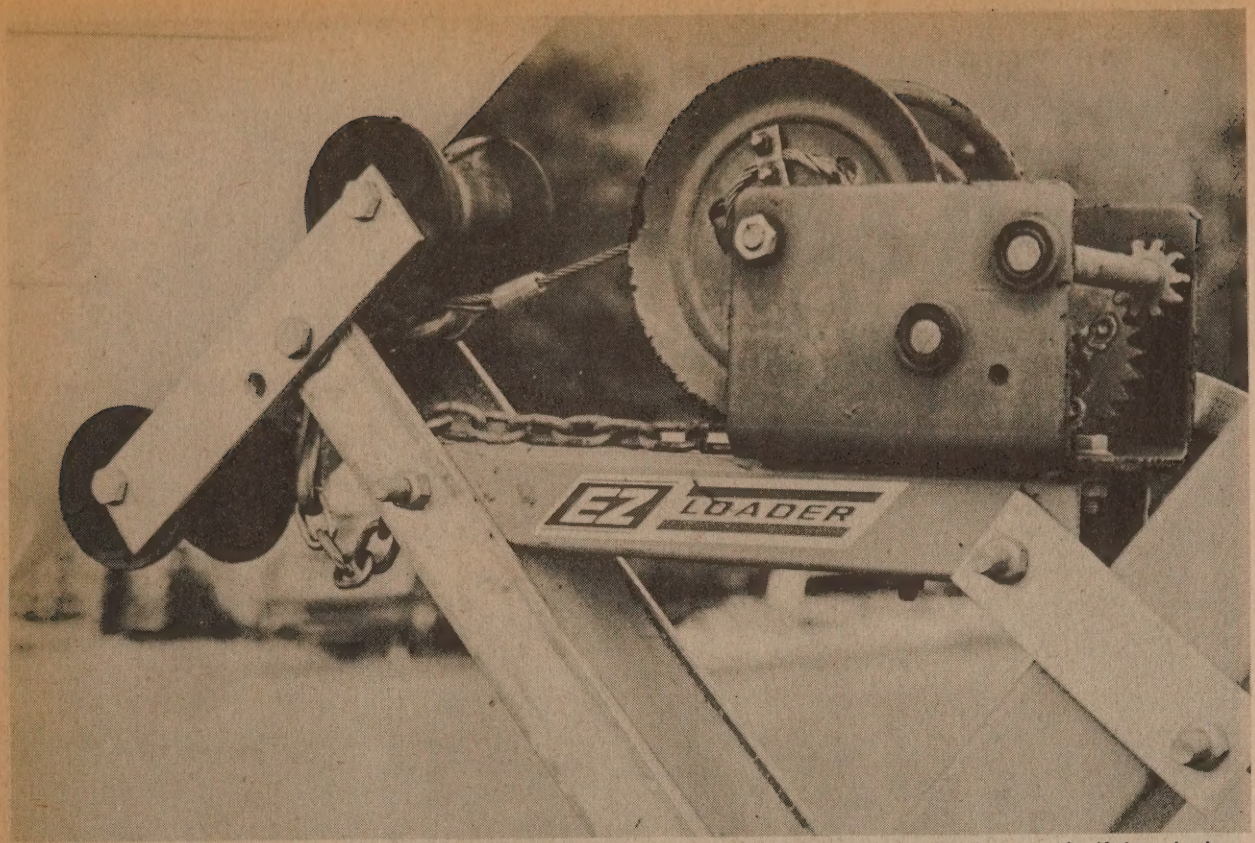


Lock your boat to the trailer. Light boats are easy to steal, so this idea is especially important if you trailer a 12-foot or 14-foot semi-vee or john boat.



Use crossed safety chains between the trailer tongue and your hitch. In some states, the laws require this provision. According to some insurance companies, attached crossed safety chains have prevented many minor mishaps on the highway from becoming tragedies.

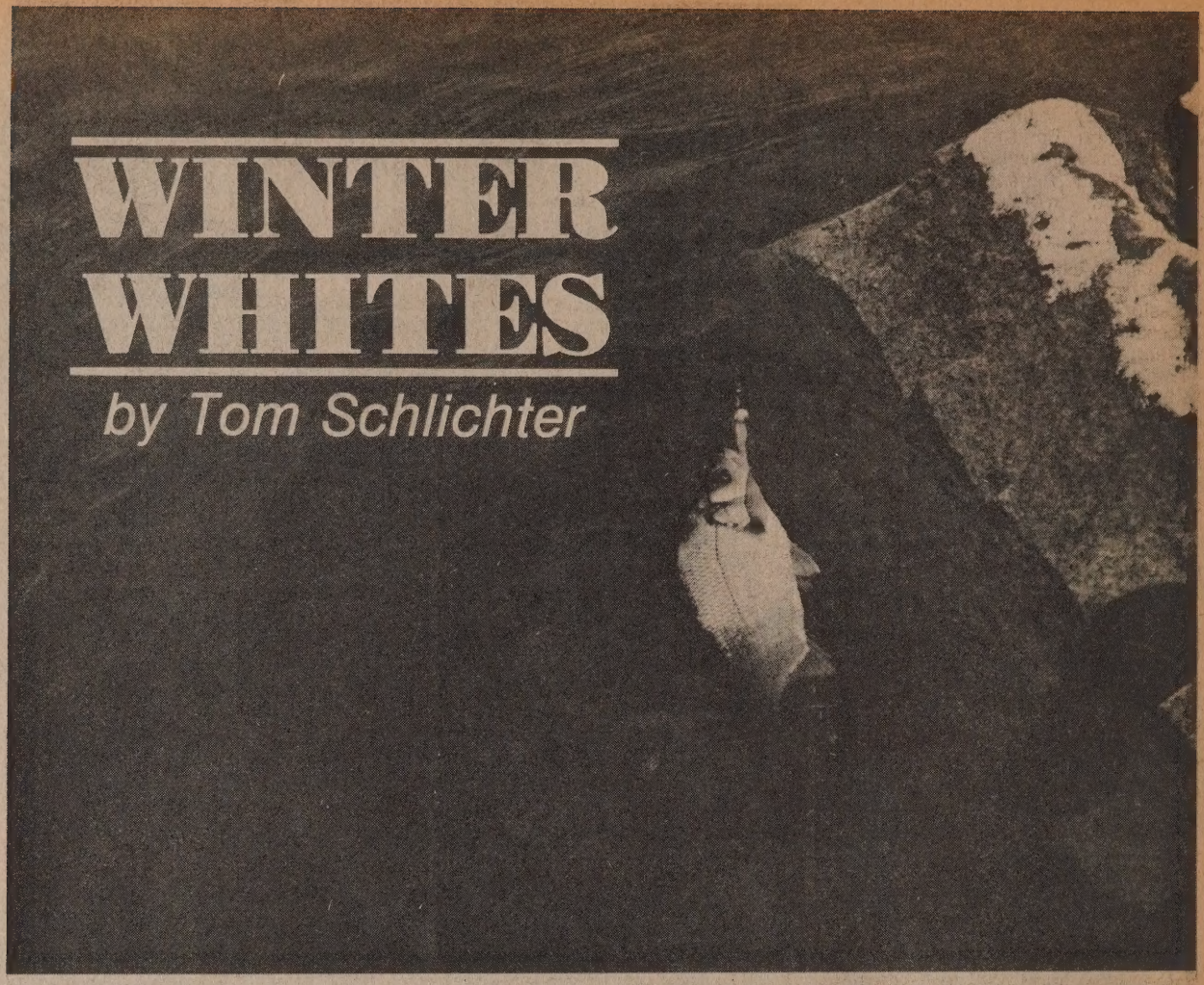


Use a separate bow tie-down, in addition to the winch. Using the bow winch alone is simply not safe. If the winch fails, your boat could be damaged beyond repair, and could endanger other motorists.

To apply these ideas, or to adapt them to meet your specific rig and fishing needs, consult the marine supply and marinas advertised in *The Fisherman.* These heads-up people have seen it all when it comes to trailering, and they can surely help you best.

WINTER WHITES

by Tom Schlichter



What do you do after you've cleaned out your tackle box and re-wrapped all the worn guides in your collection of fish wands? This is the dilemma which each year confronts die-hard anglers during the long, cold months of winter. What options are available to the Long Island fishermen this time of the year? Well, if you're brave enough, you could bundle up and venture forth on an ice fishing excursion—an aspect of our sport whose potential is not fully realized on the Island. This, of course, provided there is enough safe ice from which to fish. Another possibility is to board one of the local party boats in an attempt to cash in on cod or whiting. Although enjoying much success in recent winters, party boat fishing does have its drawbacks—cost, cold and length of trip immediately come to mind. For most anglers, I imagine two or three trips a winter will suffice.

Maybe you would prefer a fishing trip a little closer to home, something inexpensive where you could regulate the amount of time you'll spend out in the cold? Well then, allow me to let you in on a little secret: white perch are in season.

White perch are undoubtedly one of the least exploited fish of our tidal reaches. I first realized how enjoyable fishing for them could be two winters ago. It was just about Christmas time and I was fishing for trout on Connetquot River's famed Bubbles Falls. The temperature was hovering somewhere in the low thirties and having gone fishless for nearly an hour, it's safe to say I was freezing my "bass" off.

In any case, I decided to give the back half of the pool a quick workout before retreating to the warmth of my car. Halfway through my first retrieve I was startled by a sharp strike. Much to my chagrin, half the remnants of a drowned night crawler shot back at me as I reacted far too late to set my hook. A second cast produced another strike and after a brief skirmish, I flipped a 10 inch white perch onto the gravel shoreline.

Now, I'll admit a 10 inch white perch is not as impressive as a brown or rainbow trout; however, I was pleased as could be and with renewed interest began fishing in earnest. The next thirty minutes saw me catch nine more perch. No monsters; all were between eight and twelve inches, but what fun for the middle of winter. Since that day, I've caught many perch using a variety of baits and tackle. The majority of these fish I return to the water, but I do make it a point to bring a few larger ones home for dinner.

White perch are readily available in the brackish reaches of most tidal creeks and rivers in our area and are present in large numbers on both North and South Shores. They are willing feeders that will hit either bait or lures. Best of all, they are easily found within a short walk from your car, so you can take a break and warm up whenever you choose.

Bait choice presents little problem as perch are ravenous feeders and will hit a large assortment of naturals as well as artificials. My favorite bait is small garden worms; however, Fisherman editor, Fred Golofaro tells me that shrimp and small, live killies both work very well. Perch are frequently caught on live killies meant for trout and I've even seen them taken on squid and corn, although these would not be among my top choices. If you enjoy using lures, Johnson Sprites, Daredevils, Spoons or Mepps Spinners will work, provided you use the smallest sizes of each.

Some of my most enjoyable (and most successful) fishing has come at the end of my fly rod. These little scrappers will attack minnow-imitating streamers with a vengeance. Small white, yellow, or black streamers will often out-produce even natural baits provided you fish close

to the bottom and retrieve with a slow stop and go motion.

As far as tackle is concerned, the lighter the better. Perch are somewhat line shy, so heavy tackle is out of the question. For the most part, the waters you work will be less than six feet deep, and the best fishing will often occur in three to four foot depths.

Since it is important to allow your bait to drift naturally with the current, no weights are used, save for an occasional split shot. If you deem it necessary, a small float may be used to keep your bait at the desired depth. My preference is to cast using only the weight of the bait itself, with six and four pound test outfits ideal for this type fishing. Some days a slow retrieve is most productive, while other times allowing the current to do all the work is more effective. It all depends on the mood of the fish. Whether using bait or artificials, most success is had by those who quarter the current with their casts.

Leave your conventional tackle home for these trips. Due to the light baits and size of your quarry, spinning gear is far and away your best bet. A fast tapered, light action spinning stick, with matching reel will do the trick nicely. Line strength can vary between four and ten pound test. For flycasting enthusiasts, one-and-a-half to two pound test tippets will get the job done. Some of my favorite perch producing waters include the tidal sections of the Connetquot River, Carmans River, Nissequogue River, Swan River and Browns River.

I fish these waters primarily because of their close proximity to my home. Most any tidal creek will hold some perch, so check out similar waters near your own home. Chances are there is a productive location within a few miles of where you sit right now.

Remember to dress for the cold lest you end up spending all your time in the car staying warm. Wear several layers of clothing and a wool hat. I usually plan my trips to last one-and-a-half to two hours. That's plenty of time to catch a few fish and get the fishing fever out of my head. It's also short enough to keep me from over-exposing myself to the cold.

White perch make excellent table fare. Their white flesh is sweet and tender. Smaller specimens can be breaded and fried just like porgies. Larger catches taste great basted in butter and lemon and broiled until flaky white.

So, if you're looking for some winter fishing action this year, here's another option for you to try. I make a few cod trips each year and I'll give ice fishing a shot when conditions are right; but when I want to get into some fast action for just a few hours, it's down to the creek to give the perch a go. So if you're anxious to wet a line, get out there and give the perch a shot. Like actors in Hollywood, there are loads of them just waiting to be discovered...

WHEN THE GOING GETS ROUGH, IT'S NICE TO BE IN THE SAME BOAT THE COAST GUARD'S IN.

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LIQUID LECTRIC TAPE
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Protects electrical connections and terminals against corrosion. Ideal for bilge pumps, battery switches, chargers, terminals and all electrical connections. Resists moisture, oil, grease and acids for lasting protection. Applies a coating of black vinyl on wires, terminals and connections. List $4.95.
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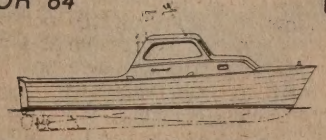

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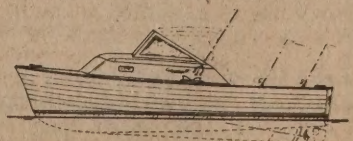

23' W/215 H.P. GAS INBOARD
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THE FISHERMAN QUIZ

(1) BROADBILL SWORDFISH ARE TYPICAL OCEAN-GOING FISH AND ARE NEVER CAUGHT CLOSE INSHORE IN THE SURF.

TRUE ☐
FALSE ☐

ANSWERS AT THE BOTTOM OF THE PAGE.

BY FRED GUARDINEER

(2) FLOUNDERS FACE *RIGHT* AND FLUKE FACE *LEFT*, OR HADN'T YOU NOTICED...

TRUE ☐
FALSE ☐

(3) GRASSHOPPERS, CRICKETS AND THE LIKE ARE WINGED LAND CREATURES WHICH FALL INTO THE WATER AND ARE A FAVORED FOOD OF TROUT. TO DISTINGUISH THEM FROM ACQUATIC INSECTS WHICH LIVE IN WATER, FLY-ROD ANGLERS SIMULATING THEM WITH ARTIFICIALS, REFER TO THEIR LURES AS _____

(4) WHEN A CROCODILE'S HOME POND OR LAKE DRIES UP HE DIGS DOWN 5 FT. DEEP IN THE MUD AND *HIBERNATES* FOR 3 TO 5 MONTHS UNTIL THE WATER RETURNS.

TRUE ☐
FALSE ☐

(5) THE HEAVIEST COD ON RECORD WAS NETTED IN THE NORTH ATLANTIC, WAS 6 FT. LONG & WEIGHED...

111¼ LBS... ☐
211¼ LBS... ☐
311¼ LBS... ☐

(6) BUG REPELLENT: A FISHERMAN READER WRITES THAT IN THE SUMMER *"BUGS DRIVE HIM UP A WALL"!* WHAT IS A GOOD REPELLENT, HE ASKS?

I COULD DO WITHOUT THESE FLIES!

CALL YOUR AVON GIRL!

1-FALSE. 14-YEAR-OLD JAMES VERLAGUE, CASTING A HOPKINS SPOON OFF BETHANY BEACH CAUGHT A 9 FT., 124 LB. 14 OZ. BROADBILL SWORDFISH IN 12-15 FT. OF WATER AND IT WAS THE 1979 DELAWARE STATE RECORD. 2-TRUE. 3-TERRESTRIALS. 4-FALSE. CROCS "AESTIVATE" THE OPPOSITE OF HIBERNATE. 5-211¼ LBS. 6-A 50-50 SOLUTION OF AVON (*SKIN SO SOFT*) BATH OIL AND WATER KEEPS AWAY SANDFLIES, MOSQUITOES, NO-SEE-UMS AND BLACK FLIES FOR AT LEAST 4-5 HOURS ACCORDING TO "*SEA SECRETS*" PUBLICATION OF THE *INTER-NAT'L. OCEANOGRAPHIC FOUNDATION*:" THEN TAKE A SHOWER-YOU ALREADY ARE SOAPED UP!

SKI STOP
S.T.P.A.

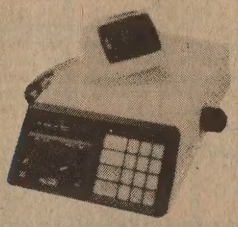
1984 Boat Show SPECIALS!

Nation's Largest Chain of Marine & Ski Discount Stores

• Plainview • Elwood • Port Jefferson • Oakdale • Manhasset • Coplague • Rockville Center

See us at The Nassau Coliseum Boat Show - Back Lobby - End Booth - 88
February 18th to 26th

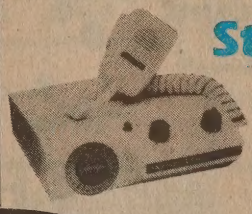
Regency 5500 VHF Radio Telephone



Scanning feature for any 20 pre-programmed channels that you wish to monitor. One button control to scan all four weather channels, including the Canadian weather. Programmable priority allows you to select the priority channel. Backlighted keyboard beeps to verify each entry. 25/1 watt switch, direct priority channel access key, and weather scan LED indicator. Ship weight 10 lbs.

List $499

Standard LTD VHF Radio Telephone



Fully synthesized and pre-programmed with the most popular 24 receive and 21 transmit channels. A compact, rugged performer with 100% solid state circuitry and a full 25 watts of power. Ship weight 10 lbs.

List $349

ANY ITEM ON THIS PAGE!!!

$199

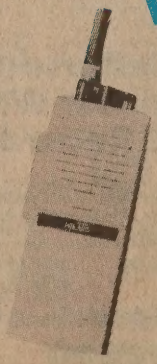
YOUR CHOICE!!!

SITEX FL-5 Colormatic

Unique 5-range flasher reads in feet or fathoms and has an adjustable alarm. Three-color readout shows bottom in red, fish in orange, and weak secondary flashes in green. Includes transom mount transducer.
Ship Weight 10 lbs.

List $349

Regency MT-900 Handheld VHF



Convenient 3-watt VHF with 55 channels and Channel 16 priority switch. Includes wall charger, carry case, belt clip, and flexible antenna.
Ship Weight 7 lbs.

List $479.95

Sportsmans Trading Posts & Ski Stop

S.T.P.A.

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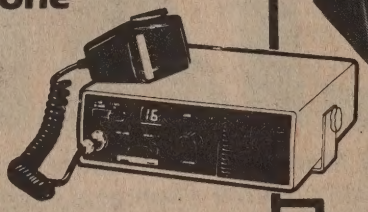
Ray Jefferson 5000 VHF Radio Telephone

A simple-to-operate VHF with 50 receive and 45 transmit channels. A large LED panel makes channel selection easy to read. Includes Channel 16 priority switch.
Ship weight 12 lbs.

List $499.95

Show Special $189



Standard Horizon USA VHF Radio-Telephone

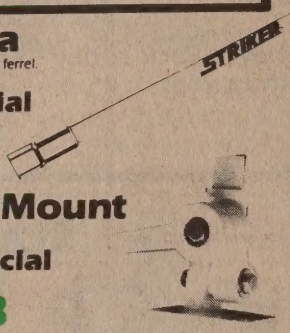
The most popular VHF on the market. Fully synthesized with 46 transmit and 50 receive channels. Rotory channel selector, large green LED display. Reversible front panel enables mounting almost anywhere. 25 watt to 1 watt switch for in harbor use.
Ship weight 10 lbs.

List $449 **Show Special $249**

8' VHF Antenna

6 DB Fiberglass Model with threaded chrome ferrel.
Ship weight 10 lbs.

List $55 **Show Special $28.99**



Nylon Ratchet Mount

Ship Weight 1 lb.
Stock #5080076
List $17

Show Special $12.88

Standard Horizon Maxi VHF Radio-Telephone

Solid state, microprocessor control. Transmits and receives 55 channels plus 6 weather. Full channel scan capability or scan only those preselected and stored in memory. "Dual Watch" mode monitors channel 16 and one other preselected. Keyboard control and channel 16 override button. Slanted, reversible control panel permits mounting in any position.
Ship weight 10 lbs.

List $549 **Show Special $299**

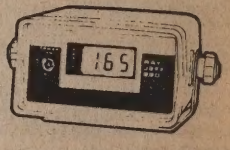
Sitex 356A Depth Recorder

The most popular depth recorder based on performance and reliability. Depth ranges start at 0-12ft. and expand to 600ft. in 6 scales. Variable paper speed, excellent bottom definition in a white line presentation. Lighted scale is divided into calibrated depths for accuracy. Includes 200 Khz transom mount transducer.
Ship weight 18 lbs.

List $499

Show Special $339

Digital Depth Computer



The Ray Jefferson unit reads from 2 to 300ft. with computer accuracy. Features include night lighting, auto gain control, and auto noise reject. Complete with transom mount transducer. Ship Weight 8 lbs.

List $299

Model 220

Show Special $159

Tandy Mini-State TV Antenna

Remote controlled, color or black & white, weather resistant
Ship Weight 10 Lbs.

List $134.50

Show Special $99.95

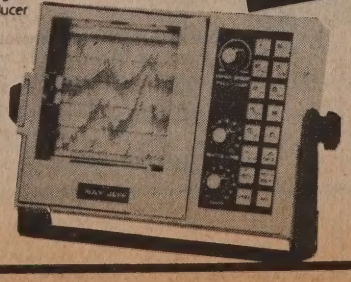
NEW

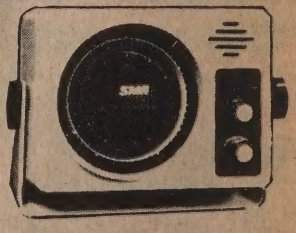
Ray Jefferson MX-2500 Computer White Line Chart Recorder

Compute your own depth range. Over 150,000 combinations from 3' to 2500'. Cartridge loading complete with 200 Khz transducer
Ship Weight 18 lbs.

List $699.95

Show Special $349.99





SMR SX-12000 Depth Finder

Dual range 0-60', 0-120 fathom with variable alarm. Complete with transom mount transducer.
Ship Weight 10 lbs.

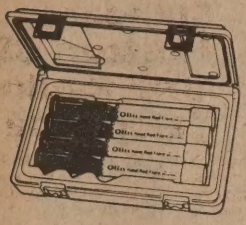
List $199.95

Show Special $99.99

Sportsmans Trading Posts & Ski Stop

S.T.P.A.

LOCATER®
Marine Signal Kit

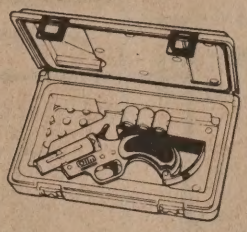


- Meets minimum U.S. Coast Guard day/night requirements.
- 2-minute burn time, 500 candlepower
- Watertight carry/storage case floats fully loaded
- Built-in hand grip for carrying ease
- Compact for easy storage
- Compliance seal included

Ship weight 5 lbs.

List $18.00
Show Special $10.88

ALERTER®
Marine Signal Kit



- Meets U.S. Coast Guard day/night requirements
- Convenient bandolier with 3 red meteors plus space for 3 more.
- 6-second burn time, 250' altitude, 10,000 candlepower magnitude
- Watertight carry/storage case floats fully loaded
- Built-in hand grip for carrying ease
- Compact for easy storage
- Compliance Seal included

Ship weight 5 lbs.

List $24.95
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12-Gauge ALERT/ LOCATE® KIT

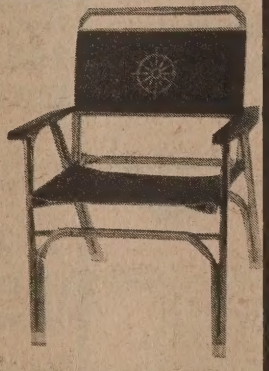
Meets all Coast Guard day/night requirements **plus** the added protection of 3 hand-held red flares. Canister will float fully loaded! Includes:

- 12-guage launcher with bandolier
- 3 12-guage meteor flares
- 3 hand-held red flares
- Watertight, floatable canister with storage space for extra signals
- Compliance Seal included

Ship weight 6 lbs.

List $39.99
Show Special $24.88

Yacht Chair



High strength 1" aluminum frame. Walnut stained solid hardwood arms with beautiful varnished finish. Water and mildew resistant seat and back. Double tubed aluminum legs with non-skid plastic tips. Folds for easy storage. Color: Blue. Ship Weight 10 lbs.

Stock #5371001

List $43.95 each

Show Special 2 FOR $58.88

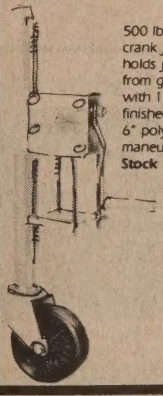
Outboard Gas Tank
by Anchor

6 Gallon Capacity
Heavy Duty Plastic Construction
Convenient Carry Handle

Ship Weight 5 lbs. List $29.99

Show Special $14.88
Fitting Extra

Fulton Trailer Jack



500 lb. capacity in a fast acting easy to crank jack. Self locking worm gear holds jack at desired level. Lifts to 24" from ground to top of trailer tongue with 17" of gear travel. Zinc plated finished resists rust and scratches. Large 6" polycarbonate wheel for easy maneuvering. Ship Weight 18 lbs.
Stock #1800650

List $81.70
Show Special $44.95

Airguide COMPASS SAVINGS

The Ever Popular
Model 66
MOUNT ANYWHERE COMPASS

Sports styling, popular direct card reading. Cycolac case and bold anodized aluminum bracket for weather resistance. Movable sunshade, jeweled movement. Installs atop deck or console, on face of dash or bulkhead. Red illumination, internal compensators. Nonglare finish. 4¼" wide, 5¼" high. Available in black or white. Please specify when ordering. Ship weight 4 lbs.

List price $36.95
Show Special $21.99

SUPER LIGHTWEIGHT MOTOR "GOES WHERE YOU GO"

Features include:

- Weighs only 12 lbs.
- Quiet underwater exhaust
- Adjustable shaft length
- Powerful 1.5 HP Air Cooled Engine
- Neutral to drive gearshift

Plus much more.
Ship Weight 20 lbs.

List $349.99
Show Special $229.99

We are a factory-authorized service center.

MODEL 57B
The Little Compass That Does a Big Job

Direct reading dome-type card for easy visibility. Removes easily from bracket for storage. Built-in compensators. Compass and bracket both finished in matte black. Measures only 3⅜" wide and 3¼" high. Ship weight 1 lb.

List Price $19.95
Show Special $12.99

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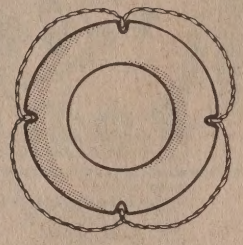
20" Ring Buoy



U.S. Coast Guard approved Type IV throwable device, required on all boats 16' and over. Soft resilient to the touch. Will not rot or mildew and may be easily cleaned with soap and water. All white.
Ship Weight 4 lbs.
Stock #109020

List $33.95

Show Special $21.95

U.S. Coast Guard Approved Type II Life Vest

Required on all recreational boats for each person on board. Supports head and floats wearer face up. Shell is 100% nylon, kapok fill in electronically sealed vinyl inserts. Lightweight and fully adjustable. Orange only.
Ship Weight 4 lbs.

Size	List	Show Special
Adult over 90 lbs.	$11.15	$5.88
Child medium 50-90 lbs.	10.80	
Child small 30-50 lbs.	10.50	

Life Jacket Storage Bag

White vinyl fabric backed case with plastic zipper and handles. Holds up to 6 AK1 life jackets. Black lettering identifies bag. Coast Guard requires life jackets to be in like-new condition and readily accessible - this bag is the answer.
Ship Weight 1 lb.
Stock #25425

List $19.95

Show Special $9.88

Single Trumpet Horn

A single trumpet marine horn of excellent quality. The horn uses a sealed sound unit, stainless steel diaphragm, vibration dampening mounting base with a stainless steel trumpet tube - all non-corrosive materials.
17½" L x 4" W x 4¾" H
Ship Weight 5 lbs.

List Price $34.95

Show Special $21.99

Minimum Required Protection 10B:C Fire Extinguisher

U.L. rated for flammable liquids (class B) and electrical fires (class C) U.S. Coast Guard approved. Easy to read guage, rust free, lightweight aluminum cylinder.
Ship Weight 6 lbs.
Stock #3980250

List $24.69

Show Special $10.88

Signal tone Hand-Held Horn

Gives loud clear signals, attracts attention in an emergency - also used for bridge signals. Complete with 14 oz. freon canister and trumpet head with non-leak valve.
Ship Weight 2 lbs.

List $13.99

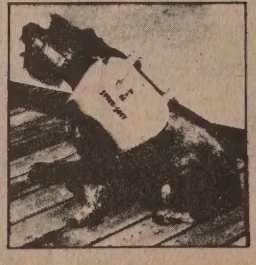
Show Special $8.99

Doggie Vest

Made of soft vinyl foam with adjustable buckles for best fit. All dogs can swim, but they tire easily, and Doggie Vest adds a lot to their endurance and safety. White only. Ship Weight 2 lbs.

OPEN STOCK DOGGIE VESTS

MODEL	CHEST	LIST	SHOW SPECIAL
DVS	10-14"	$15.00	**$12.99**
DVM	14-18"	15.00	**12.99**
DVL	18-22"	18.00	**14.99**
DVXL	22-26"	18.00	**14.99**



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Tadpole Child's Swim Jacket Type III By Safeguard

This new and improved "Tadpole" has a free floating collar that is designed to hold the head higher and out of the water should the child be on their back. The collar is securely fastened to the shoulder straps so in any emergency it may be used to lift the child from the water. U.S. Coast Guard approved Type III.

Size		Stock #	List
X-small	Up to 30 lbs.	425-413	$18.50
Small	30-50 lbs.	425-414	19.00
Medium	50-90 lbs.	425-415	20.00

Ship Weight 4 lbs.

Show Special

$12.88

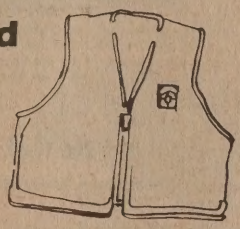
Heads-Up® Childs Life Vest by Stearns

Unique U.S. Coast Guard approved Type II vest. Features a large lay down collar designed to keep the wearer in a face-up, head-up position. Adjustable crotch belt prevents child from slipping out the bottom. Easy to spot orange color.
Ship Weight 4 lbs.
Stock #442001 - Size 19-30 lbs.
Stock #442002 - Size 30-50 lbs.

List $37.47

Show Special $21.95

Stearns famous quality in a new low priced Vest



A universal sized vest for adults weighing over 90 lbs. This is a full jacket with fully expandable sides to fit most adults. U.S. Coast Guard approved. Front no-rust Delrin zipper. High-visibility yellow only.
Ship Weight 4 lbs.

List $28.99

Show Special $18.99

Pee Wee Vest by Stearns

A specially designed vest for children 2-9 years. U.S. Coast Guard approved. Closed cell foam insulation/floatation, won't mildew or waterlog. Non-rusting front zipper, quick drying. Adjustable at sides, between the leg strap prevents ride up.
Ship Weight 4 lbs.
Stock # - Color Coded to Age Group
#442205 - Yellow - Age 2-5
#442507 - Blue - Age 5-7
#442709 - Red - Age 7-9

List $32.18

Show Special

$19.95

Men's Sans Souci® General Boating Vest

Top of the line Aquafoam® vest is completely adjustable at the sides and shoulders. Bouyant element is lightweight Aquafoam® - will not waterlog. Mesh inner lining provides for fast drying time. Outer shell is heavy-duty colorfast gold nylon. Front zipper is heavy-duty Delrin which will not corrode or rust. Sml-XLge. Magnum and super-Magnum available at additional cost.
Ship Weight 4 lbs.

List $43.99

Show Special

$26.99

Ladies' Princess Sans Souci® Boating Vest

At last! A **comfortable** lightweight jacket for the lady. U.S. Coast Guard approved with a front no-rust Delrin zipper. Outer shell and lining made of durable and colorful Aqualon fabric. Available in a muted yellow plaid. Sizes are petite/small and medium/large. Both have completely adjustable sides and shoulders.
Ship Weight 4 lbs.

List $42.88

Show Special $28.99

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We've Got EP Exceptional Performance

The Challenger Slalom

A ski that gives a superior dry, untiring and stable ride. Slightly wider width assures easy deep water starts. Slalom and jump the wakes with ease.
Ship Weight 25 lbs.

Stock #	Size
1621650	165cm
1621700	170cm

All For
$199.50

FREE BONUS Worth $60
with Challenger purchase at Show Booth Only
get **FREE**
- EP Nylon Ski Jacket
- EP Ski Gloves

GK 2 Slalom

This ski represents a breakthrough for the advanced intermediate skier. EP's new, "CFD". Controlled Flex Design insures a softer tail section and increased stiffness in the footbed area. The use of Kevlar® fibers in the midzone of the GK-2 provide an easy, almost natural carving turn. The stable ride of the GK-2 is further enhanced by the variable geometry side bevels and tunnel concave bottom. Sizes available 160, 165, 170, 175 cm. Three year limited Warranty.
Ship Weight 25 lbs.

List $290
Show Special $249

COMP CR 1 Graphite Slalom

The letters "CR" represent a carving quality found only in this high performance slalom ski. For 1984 the forebody of this world popular honeycomb slalom ski is reinforced with graphite fibers. This stiffer controlled flex design and open cell honeycomb core combine into a perfect blend for all types of skier's styles and water conditions. The Comp CR 1 has become the **confidence builder** for tournament champions and those aspiring to ski at the competition level. Sizes available 160, 165, 170, 175 cm. Three year limited Warranty.
Ship Weight 25 lbs.

List $335
Show Special $289

EP Pro-X 650 Combo

Tunnel concave bottoms for increased holding power in hard turns. The recommended ski for the beginner to intermediate recreational skier. Modeled after the "Pro-X 650" Slalom so the entire family will be happy. Foam lined comfort fit bindings. Competition drop thru aluminum fin. Beveled edge and textured running surface for a smooth and stable performance, 170 cm.
Ship Weight 50 lbs.

List $219 **Show Special $168**

Competition Water Ski Vests by Casad

This vest features 4 buckles for a tighter fit in the upper chest area, it is longer for better rib protection, and it is cut for maximum shoulder and arm freedom. It is also U.S. Coast Guard approved and U.L. approved.
Ship Weight 4 lbs.

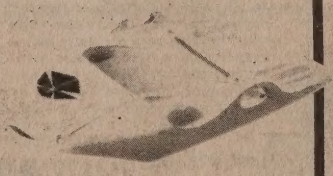
Size	Chest Size	List
X-small	28"-32"	$52.95
Small	32"-36"	52.95
Med	36"-40"	52.95
Large	40"-44"	52.95
X-large	44"-50"	52.95
XX-large	50"-55"	53.95

Your Choice
$39.99

Bob Sked

- New design for increased safety
- May be towed fast or slow to suit rider's ability
- Equipped with a soft-grip handle and bridle
- Highly buoyant, with big, sturdy hand grips
- Made of tough, durable molded polyethylene
- Can be towed by low horsepower engines, and even sailboats
- Wonderful safe fun for children of all ages
- Summer and winter fun

Ship Weight 20 lbs.
Stock #5353550



List $74.50
Show Special $49.95

Adult Water Ski Combo by Nash

Wood laminate with concave bottom. Fully foam lined boot bindings with wing nut adjustments. Drop through rudder for stability and performance. 68"

List $189
Show Special $99.95

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TX275C 8'TX Caravelle

This new boat is the forerunner of a whole new generation of Sevylor boats to come. It features the new patented way of producing reinforced PVC boats. After many years of experimenting, Sevylor was able to apply the manufacturing techniques of standard PVC boats to this new type of material. The TX275C is compact, strong, and durable and yet most economical.

Horsepower Rating: 3hp
Capacity: 600 lbs. L.O.A. 8'5"
Boat Weight 24½ lbs. Beam: 4'3"
Ship Weight 30 lbs.

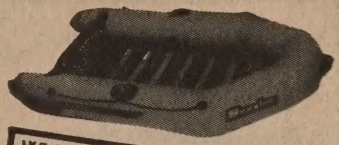
List $210

Show Special $178

TX285 9' Tender

This robust tender is a new addition to the Sevytex line and has been especially designed for those who would like to have a ship-to-shore boat with more speed and some of the characteristics of the speed boat. The slatted floor (standard equipment) allows one to roll up the boat in one package. Comes equipped with oars and pump.

PVCPE Construction
Horsepower rating: 6hp
Capacity: 800 lbs. L.O.A. 9'2"
Boat Weight: 56 lbs. Beam: 5'
Ship Weight 61 lbs.



List $579

Show Special $469

With Cruise 'N Carry Outboard Motor
List $929
Complete Package $669

The tender is equipped with foot pump, aluminum oars, carrying bag, roll-up floor, drain plug, bow handle, swivel oarlocks, grab line and maintenance kit.

TX220 7' Dinghy

All purpose 7-ft dinghy goes anywhere you go, does what you want it to do. Made of new Sevytex, the heavy-duty PVC reinforced with polyester grating that is super strong and super durable. Paddle it, row it or add the motor and go with it. The perfect size to pull aboard a small sail or motor yacht until you need to go ashore.

Three separate air chambers.
Two exclusive patented Sevylor oarlocks.
Comes equipped with oars and pump.
Horsepower rating: 3½ hp
Capacity: 550 lbs. L.O.A. 7'4"
Boat Weight 34 lbs. Beam: 4'5"
Boat Weight with Slatted Floor: 47 lbs.
Ship Weight 39 lbs.
Ship Weight with Slatted Floor 52 lbs.

List $359

Show Special $299

Dinghys shown on this page are equipped with heavy-duty storage/carrying bags, maintenance kit and pressure release valve.
Recommended Accessories: Special MBTX motor bracket, roll-up wood-slatted floors, cylinder shaped rowing seats or H10 bench seat.

US4 Islander Imperial

Colorful, durable, inflatable and conveniently transportable. PVC construction.
6' diameter
Ship Weight 20 lbs.

List $99

Show Special $74.99

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By Water Wonders, Inc.

Unique Exciting Fun!
Hottest Fun-Filled Ride on the Water!

Year Round Enjoyment.

- More fun than water skis
- Ride waves at the beach
- Play bumper-tube with 2 or more
- Great for snow tubing

HYDRA—RIDE™ is a quality constructed water ride consisting of a tube with a unique covering which provides a sturdy bottom to support you on the water and enable you to ride seated, laying down, or even standing. HYDRA—RIDE™ construction allows the rider to control speed and movement across the wake. Everyone in the family can participate. Available in red, blue, or yellow.
Ship weight 15lbs.

Sugg. Retail $99.95

Show Special $79

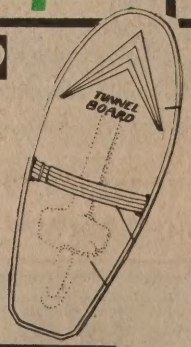
TUNNEL BOARD

Nothing else even comes close. Ask for it!

A rounded nose for easy release during 360 turns. Full top surface pad for comfort and safety. Removable safety straps. Exclusive contoured ankle support for comfort. Smooth Covex bottom for easy tricking maneuvers. Competition slalom bevel for high performance turns. Neutral floatation prevents being trapped under water.
Ship weight 25lbs.

List $125.95

Show Special $84.99



High Performance Tunnel Board Plus
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Stock #	Item & Description	Quantity	Price Each	Total

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$250.00 and up	$10.00*

*8' Antennas subject to UPS surcharge of $2.50
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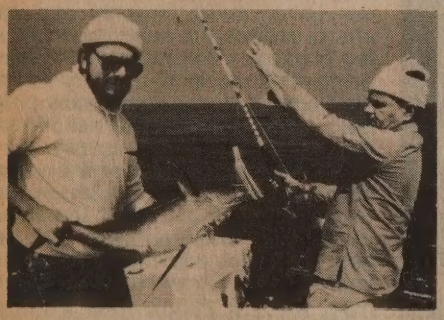
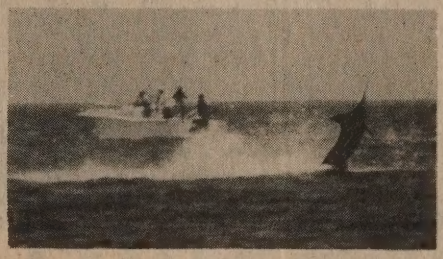


Whether You're New To Blue Water Fishing, Or Are An Experienced Big Game Angler — This Is One Show You Won't Want To Miss!



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SAVE THAT PROP

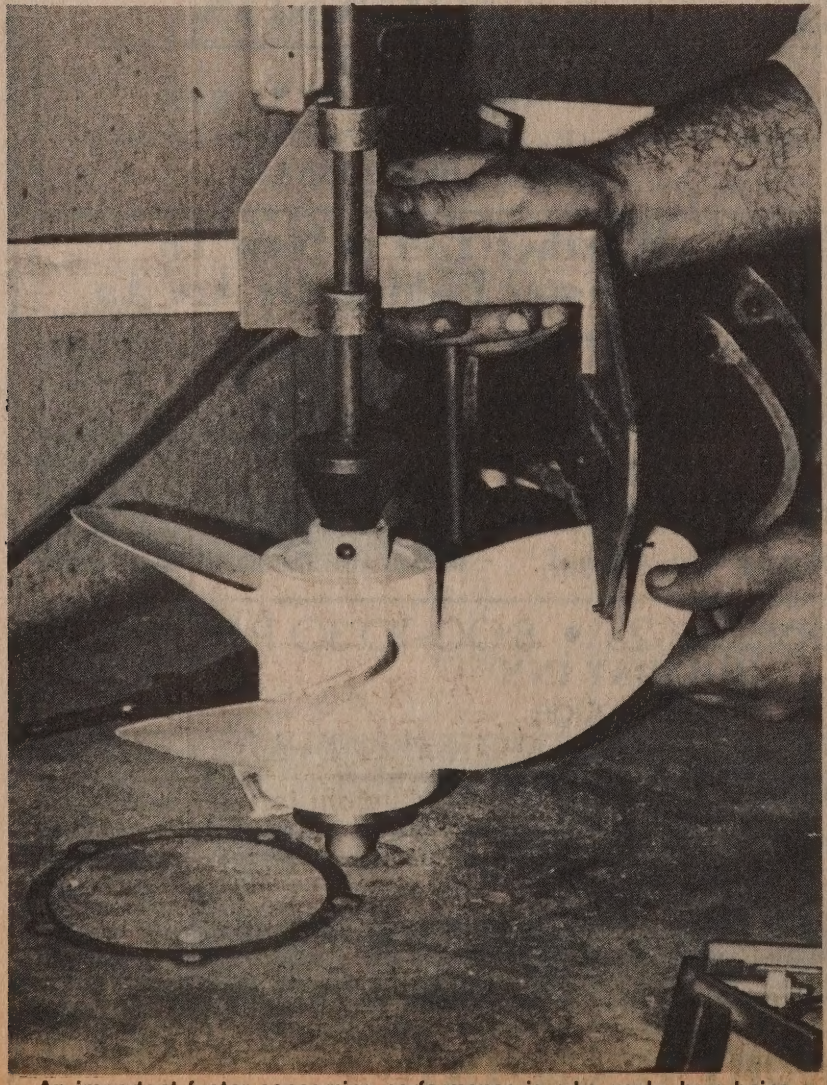
by Ray Hendrickson

A visit to your local "prop shop" could save you big bucks this season.

Propellers, wheels, screws—whatever we call them, are not meant to make little rocks out of big rocks, grind mussel beds into flounder chum, or dredge private channels across the flats. But all good intentions notwithstanding, props frequently do such irascible things. As any skipper will attest, the propeller always gets the short end!

Nor are deep-water boatmen free from wheel-bending adversity. Logs, timbers and sundry other flotsam can catch even the wariest skipper off-guard. Indeed, far too many perils lurk, submerged and invisible, along our course. Cruising on ebon nights, we take our chances! Although hulls are seldom breached during such encounters, whirling blades generally come out second cousin to a spinach leaft.

All boats have their share of mangled wheels, but small-boat skippers garner the lion's share of mutilated blades. Lightweight props spinning at high revs are scarcely a match for anything stiffer than water in its liquid state.



An important factor concerning performance is rake angle, here being gauged on an aluminum wheel.

Buying a new wheel for the larger outboards, and any inboard, can be traumatic. Fortunately, the shock can often be postponed, for what far too few boatmen realize is that many cauliflowered props can be refurbished rather than scrapped. Obviously, there's a limit to reconditioning possibilities. A missing blade is automatic condemnation, as are cracks well into the blade's midsection. But myriad curls, dings, peripheral cracks—even missing tips—can be repaired. In some instances, restoration may be better than original performance.

Prices average about one-third the price of a new wheel, fluctuating from a low of 25 percent to a peak of about 50 percent. When welding is required the torch work is extra, but not enough to break anyone who can afford to have the basic reconditioning procedure accomplished. Reason being that there's only so much welding that can be done to any prop, after which it's an exercise in the futility of diminishing returns.

Stainless steel props cost appreciably more to rebuild, but the percentages still come out about the same. Despite higher initial cost, stainless has rapidly gained popularity from its improved performance and ruggedness. Many a skinny-water clammer has found his stainless wheel to be rebuildable after plowing through bottom that would chew an aluminum wheel to the hub. Too, these propellers maintain a resale value of 60 to 65 percent of original cost.

Re-pitching charges for outboard props generally run about 35 percent of the refurbishment cost when done at the same time. Inboard wheels come in a bit lower at about 25 percent. Although pitch alterations can be made at any time, many owners opt to do their experimenting with rebuilt props, seeking the ultimate combination for their skiff. It's also a good opportunity to develop a prop pitched for extreme load conditions.

Pitch changes, whether positive or negative, are limited to about two inches from the virgin form. Any more invites cracks or over-stressing. Stainless props are better restricted to a one inch alteration. Some shops are capable of raising engine revs, when required, without altering pitch. It

entails some careful changes to blade profile, but when properly done it produces a wheel of apparent lower pitch without sacrificing thrust.

Another operation, often required although the prop has nary a scratch, is re-bushing. Once an outboard or I/O prop starts slipping around the rubber core designed to soften impact loads on the drive train, it's useless for anything more than trolling (and that, on borrowed time). Fortunately, prop shops routinely replace bushings for about $20 to $30—a healthy alternative to buying a new prop.

For an insight into what refurbishing entails, let's follow a typically ravaged prop through the shop, using Bellport's Bosler & Sweezy for illustration. Phil Blindenhofer and Jim Harvey are expert mechanics who have allayed many a skipper's anxiety as he came through the door with countenance as forlorn as the mangled wheel in his hand.

We exhale a collective sigh of relief as Phil pronounces our curled and serrate prop an approved candidate for repair, as he stamps a shop number on the hub. Degreasing and grit-blasting with a high-pressure stream of glass beads brightens the patient's pallor; facilitating surface inspection for any previously undetectable cracks. With nothing more than peripheral hairlines exposed, prognosis is verified. Our ailing wheel will have yet another shot at mussel beds and 2x4s.

A few judicious raps with hammer and dolly, followed by several muted bars of the anvil chorus flatten errant curls prior to major surgery. The operating table is a pitch block, a three-dimensionally curved chunk of metal capable of bedding a wide range of props with the same pitch. Each increment of pitch necessitates a different block, requiring a sizeable inventory.

Mounted on the block with conical adapters, blades are trued with a hammer and practiced eye. (Should we want it, changing pitch would be done at this time.) Trained hands exert just enough force to reshape without reducing thickness. Once persuaded to match the block's contour, our prop is again its old curvaceous self, but still ragged around the edges—and noticeably **out of track**. Proper tracking, each blade tracing a path identical to its mates, is vital to performance. Even when perfectly balanced, an out-of-track prop will vibrate (frequently like you wouldn't believe), engendering costly damage to shafts, seals and gearing.

Think of a circular saw blade, and imagine one tooth projecting above the others, meeting far more than its share of wood. The pulsed impact, wracking the tooth once each revolution, will wake a corpse. Propeller blades with asymmetrical profiles react in like manner, the fullest member cleaving more water than its brethren—and bitterly complaining!

Jim brings our prop back into track by scribing each blade's profile on the block, rotating the prop to ascertain the shortest blade, dressing the runt to proper shape, then profiling its mates to match. Most wheels pushing small boats can be shaved 3/8" on the radius without appreciably reducing performance. There is, however, a hitch on our job. Truing the shortest blade requires removing more than 3/8"—so it's off to the welding table.

Being aluminum, our wheel's excessive dings are brazed with like alloy, adding sufficient metal to assure proper profiling with full section thickness after the weld is ground flush with adjoining surfaces. The tips of all blades can be built up with weld when required, as long as the thicker parts near the hub are structurally sound. Stainless and bronze props are also built up with alloys akin to the parent metal.

The prop is returned to the pitch block after the welds are carefully flushed, track is corrected and a final check made for pitch conformance. Taken to the layout table, the prop is pegged upon a mandrel to double-check each blade with a surface gauge. Diameters are inspected at the tip and at several other sections across the blade to assure perfect symmetry.

Last stop before painting is the endless belt sander where long, narrow, abrasive belts run over large padded wheels, allowing contours to be precisely followed. The tyro could quickly destroy a prop on this machine, but experienced hands twist with feel to apply finishing touches. Corrected edges are finely dressed, blemishes and scratches gently deleted.

Balancing is done at the same time. Skewered upon a spindle resting atop nearly frictionless rollers, the prop is set to turning and allowed to stop of its own accord. If several trials result in its stopping in random positions, it's in balance. If not, traces of metal are ground off near the hub until the prop could be used as a roulette wheel, defying all predictions as to where it will come to rest.

Reaching for the paint sprayer, Phil launches his lecture about do-it-yourself reconditioning. I know it by rote, and you may well imagine why! The damage you may do by tenderly rapping with hammer and dolly can be set right by an able repairman—but you can wreck havoc by filing. Gentle straightening is approved recourse when caught short—but **don't remove metal**. Better yet, put a spare on the shaft, and get the cauliflowered wheel to an expert for judgment and (hopefully) repair.

There's a good chance that an able mechanic can renew its life, even though it's been through the shop before. Of course, if your props become habitual patients, you'd best chart a more particular course across the bay.

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FOUR MAGIC WORDS

by Matt Ahern

Some simple but sound advice from the presiding "king" of the sinker bouncers.

How often have you heard disgruntled fishermen bemoan their bad luck in this fashion: "We did lousy. But you should have seen those two lucky guys near us. Boy—were they getting the fish!"

Perhaps those "lucky" fishermen weren't lucky at all. Perhaps they knew the four magic words required to put more fish in the bucket than do those highly-touted fishing aids; those same words put to use by successful fishermen the world over.

All fishermen should take advantage of these magic words; you may be certain that whether he realizes it or not, the experienced fisherman always does. Here are those words: BE STRONG ON DETAILS. These four words have the power to increase your catch any time you put them to use.

Sounds simple enough, doesn't it? But how many fishermen actually take advantage of those words? It has been my sad experience that not enough do.

I first became aware of this many years ago while pier fishing for flounder. The fishing that particular day was a slow pick, but I did notice one fisherman catching fish on nearly every cast. I lay my rod aside, walked over and questioned him. His explanation for his good luck was simple enough. He was baiting up with dead bloodworms. The important thing was that these worms did not get into that condition by accident. They had been obtained several days before and allowed to die before using. The worms became soft, and in this state, the flounder considered them a delicacy. This fisherman had discovered this fact years before by being strong on details. I remember his telling me he always used bloodworm bait this way when flounder fishing and that he seldom failed to score handsomely. I believed him, for certainly the proof was in the pudding.

I can also recall many days when the four magic words paid off for me.

One early October morning I was fishing for snapper blues in Shinnecock Bay. The fish were all around the boat, chasing spearing, but not paying much attention to my lure. True, I was nailing one now and then, but not reaping the harvest prevailing conditions told me I should. What bothered me was the fact that I was using a lure which seldom failed.

In desperation, I gave up my faith in the lure and decided to change—something I probably should have done long before. But still my catch didn't increase. What was I doing wrong? My lure had the appearance and shape of a baby mossbunker, but these fish were feeding on spearing. Right then and there I should have been tipped off, but that shows how quick on the draw I was. I had never known snapper blues to make such a distinction between baitfish. I was weak on details, for I was giving the fish what I **thought** they should have, not what the fish wanted.

Finally, I got wise to myself. What did I have in my tackle box that resembled a spearing? When my eyes alighted on a medium sized Swedish Pimple I sometimes used when ice fishing for yellow perch, something clicked. Here was a lure which was truly shaped like a spearing. Would it work? It did. Just about every cast resulted in a strike.

The solution was simple enough. All that was necessary was to "match the hatch," as our freshwater brethren say. Actually, it usually isn't important to be so precise for snapper blues, but it was that day. I had failed to be strong on details until almost too late.

Last fall I was fishing in Shinnecock Canal. The fishing was slow, and no matter what I tried bait-wise, there wasn't much improvement. Blood and sandworms were refused, shunned as if they were plague-ridden. What fish I managed to catch were throwbacks which fell for soft clam. While unhooking one of these small flounder, the bait became strung out on the hook. Due to laziness, I didn't bother to re-bait, but cast out the same bait without threading it on the hook. I immediately hooked a fat flounder well over a pound on that sloppy-looking bait. The next cast with the same bait, in the same sloppy condition, resulted in another good fish.

It was then I started to experiment. The second hook of my two-hook rig, fished the usual way, produced only a few small fish. All my larger fish went

The concept of "four magic words" brought the author these Shinnecock Bay flounder.

for the strung-out bait. Every one. If I hadn't been strong on details, few flounder would have been my reward that day.

While on the subject of soft clam, here is a tip I discovered many years ago: shuck and slice the neck into bait-sized pieces, then trim the black skin away. Don't discard the "ribbon." Use it; it will actually outfish the neck slices on difficult days. The soft stomach is difficult to keep on the hook; use it for chum.

At home, I take about half the prepared soft clam and put it into the freezer. When fishing, I place a slice of unfrozen clam on one hook and a thawed, really soft piece on the other. I am never surprised when I find more flounder are caught on the pre-frozen bait. Works every time. Just another example of being strong on details.

All this is nothing new, for among experienced flounder fishermen it is common knowledge that soft bait will always outfish one that is tough. The "lucky" fisherman who has the initiative to act upon this knowledge to the best of his ability will always be rewarded for his efforts. Remember a truism that took me a long time to discover on my own: just because fish aren't biting doesn't always mean they won't, or that you can't get them to accept your bait. It could mean they are feeding on something else. It's up to you to accept the challenge. Experiment. Experiment. Experiment. Always!

As an example. We all know there are days when flounder will bite on nothing but sand or bloodworm; then seemingly without reason, they will suddenly quit cold. You might as well be fishing the Sahara for all the flounder worm bait will produce. Every fisherman has had this happen. Instead of packing it in, now is the time to change to another bait, preferably some type of clam. Your chance of getting those flounder in a biting mood once again is excellent. I don't know why flounder will change their feeding habits like this, but the smart fisherman who takes along more than one bait is the one who's going to bring home the fish. Remember, be strong on details.

A fisherman I know recently told me of an experience he had last spring, an experience which proves it isn't only flounder that will react favorably to a fisherman strong on details.

This fisherman and a buddy were weakfishing in Peconic Bay and they had taken a few nice weaks while casting pink shrimp tails. Just when the fish were hitting on just about every cast, and the fishermen happy as only fishermen can be under such circumstances, the fish abruptly quit. Just like that. From an assured hit on one cast, to an assured nothing on the next. After a half hour of fruitless casting, the fishermen decided to spend the rest of the day fluke fishing in Shinnecock Bay.

Being good fishermen, they had foreseen this possibility and had thoughtfully brought along several mackerel to be used as fluke bait. My friend's buddy decided to give the weaks the old college try before giving up. He filleted a mackerel, cut it into three inch strips and placed one on his shrimp-tail lure. I'm sure you know what happened. Those weaks resumed the action and my buddy and his friend caught 37 additional weaks, the largest tipping the scale at seven pounds.

Just like that flounder fisherman on that pier, here was another fisherman strong on details. And it paid off.

Let me repeat: BE STRONG ON DETAILS. Apply this rule to any fish and your catch is sure to increase. Fish have been reacting to changes in their daily lives for thousands of years. They must be doing something right, else they long since would have become extinct. Therefore, every time you go fishing, you are sure to discover something new. It is up to you as a dedicated fisherman to take advantage of this fact.

Those fishermen who learn to recognize details as something to their advantage when properly acted upon, are the fishermen who will put extra fish in the bucket. No ifs, ands, or buts. Those four magic words work. use them to your advantage.

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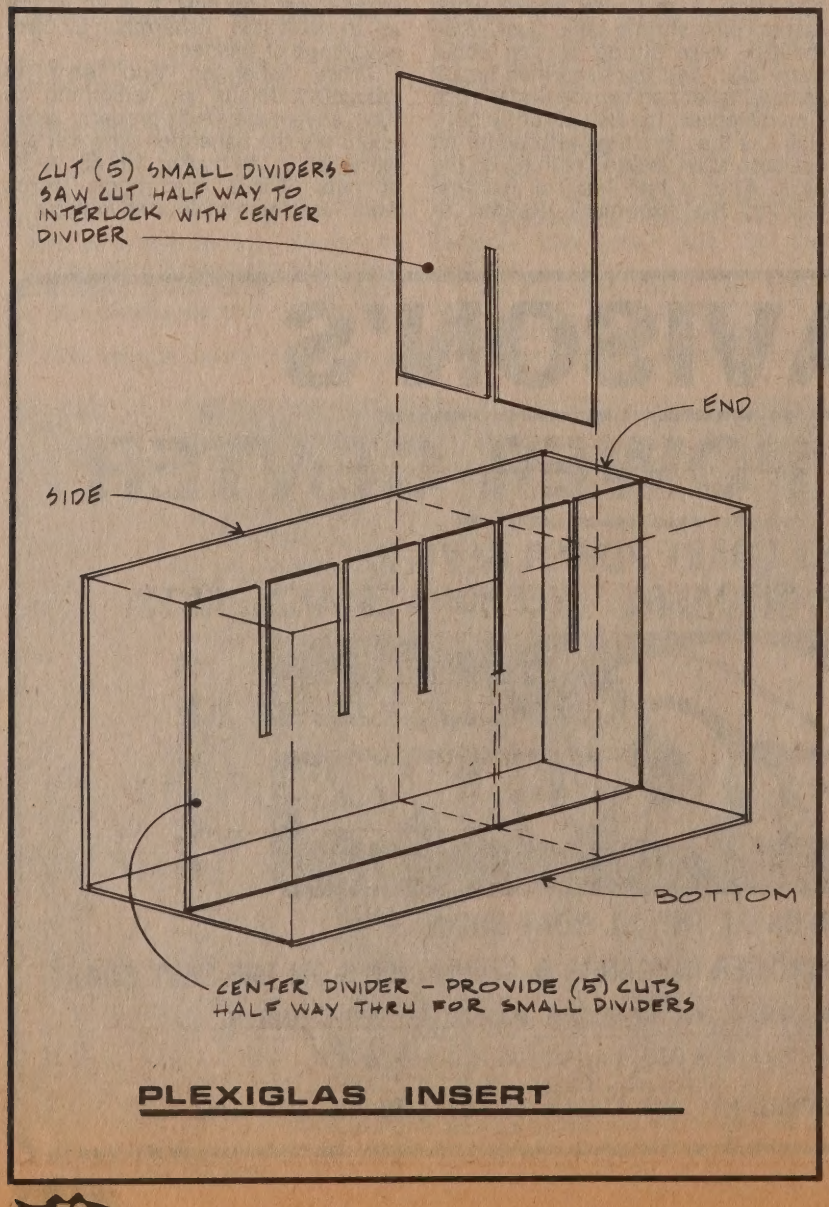
★ HOW-TO SPECIAL ★

MAKE YOUR OWN SURF BAG

by Tom Fitzsimmons

At a recent meeting of a surf fishing club to which I belong, a few of the members were standing around talking and one member asked "Where do you get a surf bag that can fit the bigger plugs?" The answer came back quickly from two other members: "Make it yourself."

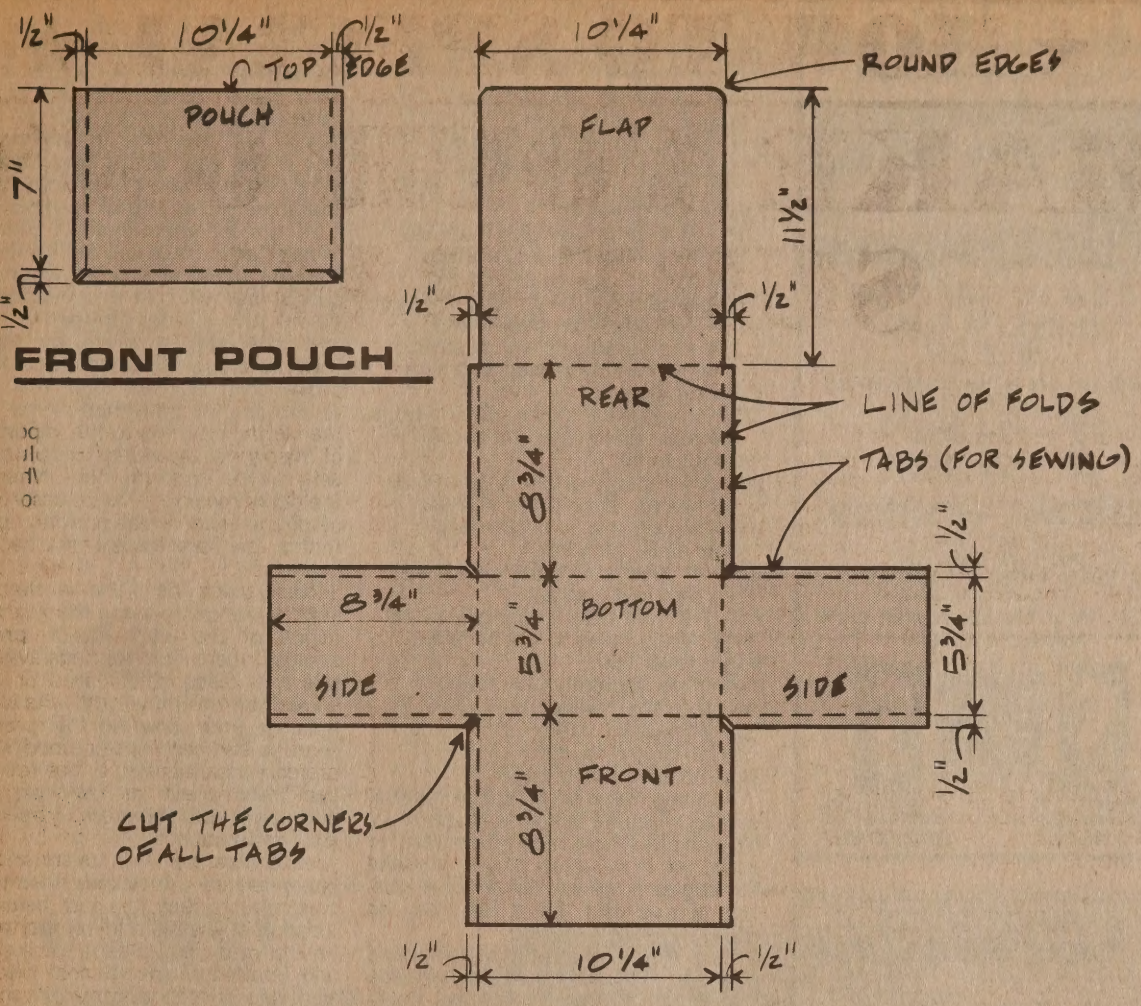
And that's exactly what you will have to do because the commercial bags available today are not capable of handling the larger plugs that are used during the fall season, nor do commercial bags afford you the space to carry a wide assortment of plugs. Most experienced surf fishermen realize the need for, and importance of, carrying a variety of plugs by action, type, size and color. When you are equipped with a large assortment of plugs your versatility and opportunity for success is increased because of the ability to change plugs and give the fish a lure that will attract their attention. With this in mind, and the fact that at the present time there are no plug bags available that are reasonably priced or large enough to fulfill this need, the idea of making your own is a practical solution and can make a good winter project. Now, assuming that you have decided that a homemade plug bag will solve your problem, you might also consider the method by which you fish and think about other items you might add to the bag to suit your particular style or method of fishing. You might wish to add compartments to hold your wire leaders, some tins, a hook sharpener, needlenose pliers or an extra spool, thereby giving you even greater versatility than with just a variety of plugs. These extra features can easily be adapted to a homemade plug bag to suit your own fishing habits.


CUT (5) SMALL DIVIDERS - SAW CUT HALF WAY TO INTERLOCK WITH CENTER DIVIDER
END
SIDE
BOTTOM
CENTER DIVIDER - PROVIDE (5) CUTS HALF WAY THRU FOR SMALL DIVIDERS
PLEXIGLAS INSERT

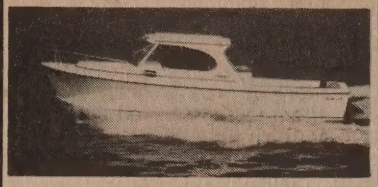
Making a surf bag is not as difficult as you may think and the opportunity of customizing it to fit your personal needs can make it an enjoyable project. The capacity of a custom bag is still limited by a practical size limitation. Too large a bag will only weigh you down and deter you from putting in those long hours that increase your chances of catching fish. The bag I use, and will describe how to make in this article, is approximately 10¼ inches long, 5¾ inches wide and 8¾ inches high and contains 12 compartments.

The material for the bag itself can vary. Traditionally, bags have been made of canvas, which retains water and, therefore, becomes very heavy. A material that has been found to be very practical is 16 ounce Boyle's Protec Awning Fabric. It is a vinyl material with a reinforced grid which helps to eliminate ripping or tearing of the bag. It does not absorb water and, therefore, remains lightweight when wet. Protec can be purchased locally at shops that specialize in awning materials for about $12 a yard.

(Continued on page 72.)


1/2"
10 1/4"
1/2"
TOP EDGE
POUCH
7"
1/2"
FRONT POUCH
10 1/4"
ROUND EDGES
FLAP
11 1/2"
1/2"
1/2"
REAR
LINE OF FOLDS
TABS (FOR SEWING)
8 3/4"
1/2"
8 3/4"
BOTTOM
5 3/4"
SIDE
SIDE
5 3/4"
1/2"
FRONT
8 3/4"
CUT THE CORNERS OF ALL TABS
1/2"
10 1/4"
1/2"
BAG PATTERN
SIDE POCKET
1/2"
5 3/4"
1/2"
1/2"
BOTTOM
1 1/2"
1/2"
TABS (FOR SEWING)
LINE OF FOLDS
FLAP
4 3/8"
3/8"
5 3/4"
FRONT
1/2"
3 3/4"
SIDES
1/2"
1 1/2"
5 3/4"
1 1/2"
1/2"
TOP EDGE

Shamrock
KEEL DRIVE INBOARD



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To construct the bag you will first need to assemble the following materials:

1 yd. of Protec (standard width of a roll is 60")
10 ft. reinforced vinyl edging material—3/4" wide
3 ft. vinyl welting (the type that contains a pliable nylon rod reinforcement
heavy duty thread
7 ft. automobile seat belt material (5' for use as a shoulder strap and two 8" pcs. to secure the rings that hold the strap to the bag)
(1) 2-3/8" stainless steel buckle (for sliding adjustment of strap). This can be purchased at a skin diving shop
(2) 2¾" diameter nylon curtain rings (remove eyelet that the curtain attaches to)
(10) 3/8" diameter brass grommets (to use for drain holes at base of the bag and to secure seat belt material to bag)
(6) 1/4" diameter brass grommets (to secure the strap)
(12) 1/8" diameter brass grommets (for drain holes in the pockets)
A grommet tool
Velcro (for fastening the flaps)
(1) 8" x1½" wide
(2) 8" x 5/8" wide
(3) 4" x 1/2" wide
glue (to secure the vinyl)

A heavy duty or light commercial sewing machine is also a must. Your wife or girl friend may be enlisted to assist you in this area, or you can take the bag to a sail maker or other outside source who, for a fee, may be willing to sew it for you.

Start by laying out the material and cutting it according to the pattern (see diagram). Cut enough for two pockets, one to be placed on each side. Once all the patterns are cut out, begin assembly with the front pouch, fold the bottom tab up (to be on the inside of the pouch when complete). Sew this on the outside face of the bag at the fold between the front panel and the bottom panel. Along the top edge of the pouch, fold and sew a strip of edging (do not put the edging over the tabs). Now, take the material for the pocket and fold the side and front panels of each side pocket to form a "U" shape and sew these tabs to the respective tabs of the pocket bottom panel. This should be sewn inside out so that when the pockets are placed on the bag, the tabs will all be inside the pocket. Take a strip of edging, fold it over the top edge of the pocket and sew it in place (do not put the edging over the sewing tabs). When you're finished, turn the pockets right-side out and sew the outside corners to stiffen the pocket and give it a more box-like appearance.

Before we go any further on with the assembly, it's time to insert the grommets. Attach four 3/8 grommets, spaced evenly down the center of the main bottom panel. Attach two 1/8" grommets in the bottom panel of each side pocket and eight 1/8" grommets along the bottom of the front pouch. After the grommets are in place, take each side pocket and sew a 1/2" strip of Velcro just below the edging material at the top of the front panel. Next, fold the bottom panel tab up (as you did with the front pouch) and sew this to the outside face of the bag, at the fold between the side panel and the bottom panel. Shape the pocket to each side panel as it will appear when finished. Hold the pocket flap in place and mark a line on the side panel at a point where the pocket flap will fold and overlap the Velcro strip on the front panel. Next, fold and sew a piece of edging material along the three sides of the pocket flap but not over the tabs. Then, take the other half of the 1/2" Velcro and sew this to the inside face of the flap for the side pocket. Align it with the Velcro on the front. Now, fold the tab of the pocket flap so it will end up on the inside of the pocket and sew this to the bag. Repeat this for both pockets.

Next, place one of the halves of the 5/8" wide Velcro along the top at the inside of the front pouch (leaving enough room for the edging) and sew it in place. Then fold the pouch up to the front panel (try to leave the pouch a little loose so there will be room in the pouch to store equipment) and sew the other half of the Velcro to the front panel of the bag after aligning it with the piece of Velcro on the front pouch.

Next take the 1½" Velcro and sew one piece on the outside face of the front pouch. Sew this just below the location of the Velcro you just placed on the inside face. Shape the bag as it will finally appear and fold the main bag flap over the front pouch and position the other half of the Velcro to align and sew this to the inside face of the flap. This wide piece of Velcro will allow for any error in shaping the bag and more importantly, allow for more room above the plexiglas dividers for plugs that may be taller than the compartment.

Now that all the Velcro is in place, you are ready to begin sewing the corners of the bag together. The bag should be assembled inside-out, which means that while you sew, the pockets and pouch will be on the inside. Working with one corner at a time, bring the tabs from the front panel, the front pouch, the side pocket, and the tab from the side panel together. Place the tabs of the front pouch and the side pocket, each side of a length of corner welting, then sandwich this between the tabs of the front and side panels, straighten the folds to align and hold them all securely while you sew them together. Remember to sew as close to the line of the fold as possible at all times. Repeat this with the opposite front corner. For the rear corners make certain to sandwich the remaining tab on the side pocket between the side and rear panel tabs along with another piece of corner welting.

When all the corners are sewn, glue

the excess portions of the tabs together at each corner. After the glue has dried, turn the bag right-side out, the side pockets and front pouch will now be in their proper places. Now take the edging material, fold it as evenly as possible around all the cut, exposed edges along the top of the bag, and main flap and sew this in place. Next, take a piece of the edging and lay it flat (3/4" wide) along the inside of the bag, centered at the fold between the main flap and rear panel and sew this in place. This strip will help to reinforce the fold. Without this the bag may begin to wear from rubbing against the plexiglas dividers.

Before you sit down to rest we still have to attach the shoulder strap. Take one of the 8" strips of seat belt material, put it through the nylon ring, align the cut edges of the belt and melt them together with a match or cigarette lighter. This will keep the seat belt material from fraying. Position the belt and ring on the outside face of the side panel with the bottom of the ring approximately 3/8" above the top edge of the side panel. Secure it to the bag through the seat belt material with three 3/8" diameter grommets—two near the top and one below. Repeat this on the other side panel.

Take the 5 foot piece of seat belt material (you may wish to adjust this length depending on your height, but remember to leave room for adjustment). First melt the cut edges to stop any fraying. Then begin by taking one end and place it around the center bar of the buckle and secure it with three 1/4" grommets. Pass the belt through one of the nylon rings, back through the buckle, over the center bar and through the other side. Then pass the belt through the last ring and secure it to the main length of the shoulder strap with three 1/4" grommets.

Now that the bag itself is complete you can sit down and rest—but not for too long. You still have to make the dividers.

The compartments should be constructed from plexiglas. Plexiglas sheets can be purchased at any plastics supply house or even your local hardware store. I have successfully used the plastic that is sold for storm door replacement panels, but don't use anything less than about 1/16 inches thick because too thin a plastic will only crack and chip with repeated use. If you go to a plastics supply house you may easily discover another sturdy type, lighter-in-weight plastic that may suit your needs. When you buy the plastic make sure to purchase a bottle of plexiglas adhesive with a needle-type adapter. This makes the adhesive much easier to apply. I also recommend purchasing or borrowing a plexiglas saw which will make cutting the sheets a lot easier and produce a cleaner, more professional looking job.

The compartments are only cut halfway down so that they will interlock (see diagram). Use solid pieces for the sides and bottom. A compartment of about 1-5/8" x 2-5/8" (inside dimension) should be sufficient. It will hold an Atom 40 comfortably and smaller or thinner plugs can be doubled up in a single compartment. Before you begin, measure the finished bag to determine the exact size for your compartments, allowing for them to be inserted and removed without ripping the bag. After you have precut all the pieces as shown in the diagram, tape the sides and bottom into position and apply an even flow of adhesive at each joint. Next, fit the main center divider into position and fit the remaining dividers into position (align them) and again apply the adhesive to all the joints. The adhesive will set very quickly, but some joints may require a second application to secure them properly. When the joints have all dried, turn the dividers over and carefully drill a 3/8" diameter hole in the bottom sheet to allow any water to drain from each compartment. You might also wish to make an extra insert to handle smaller plugs, thereby making a larger number of smaller compartments in some other manner, or modifying the compartments to fit your own fishing style.

Now all you have to do is slide the insert into the bag, load it with plugs and the rest of your accessory equipment and you're ready to go after those big fish.

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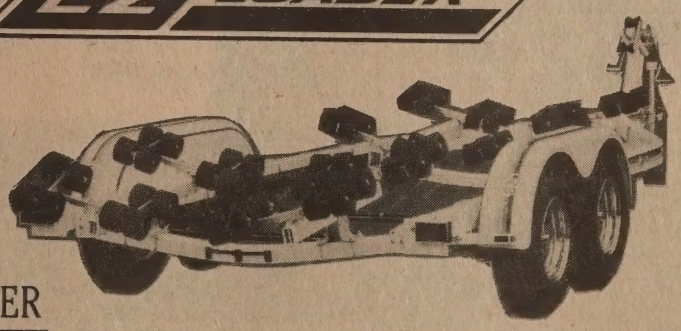

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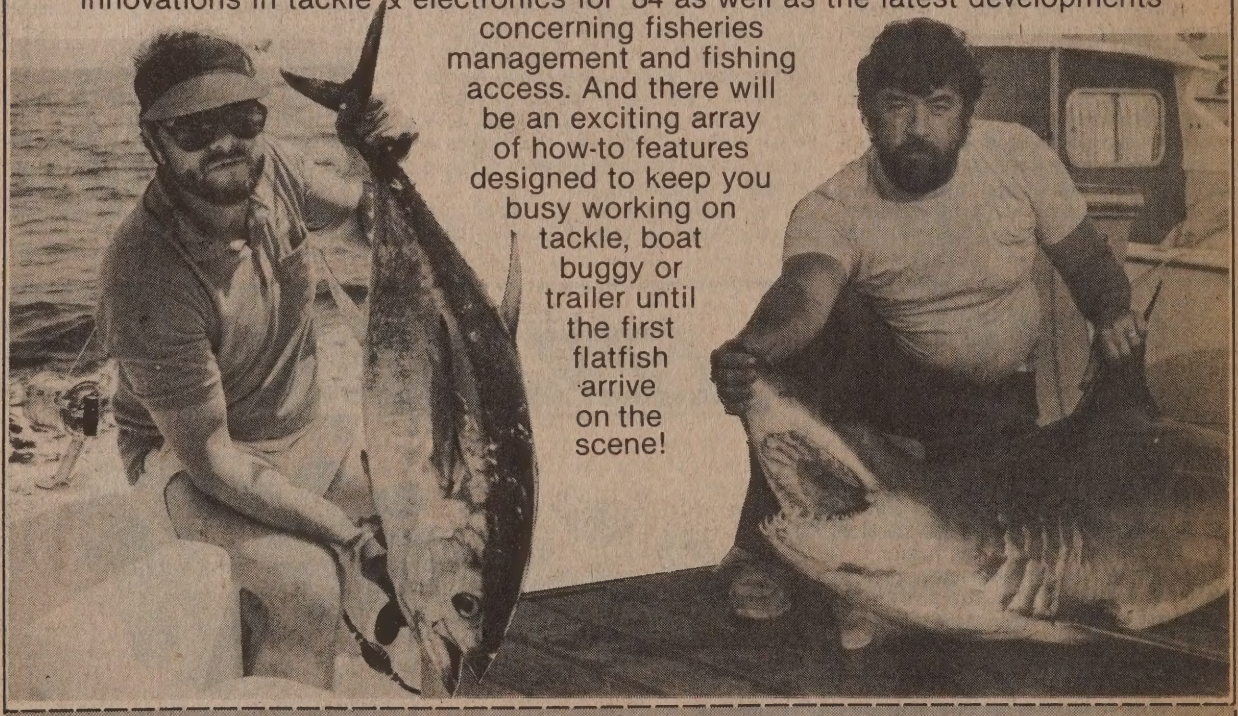

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CONVENTIONAL REELS

by Al Ristori

During the past couple of years there's been quite a bit of innovation in the field of conventional reels, as the magnetic casting control concept was introduced by both Penn and Daiwa. However, this year is one of consolidation—and only Shimano is bringing in a lot of new models.

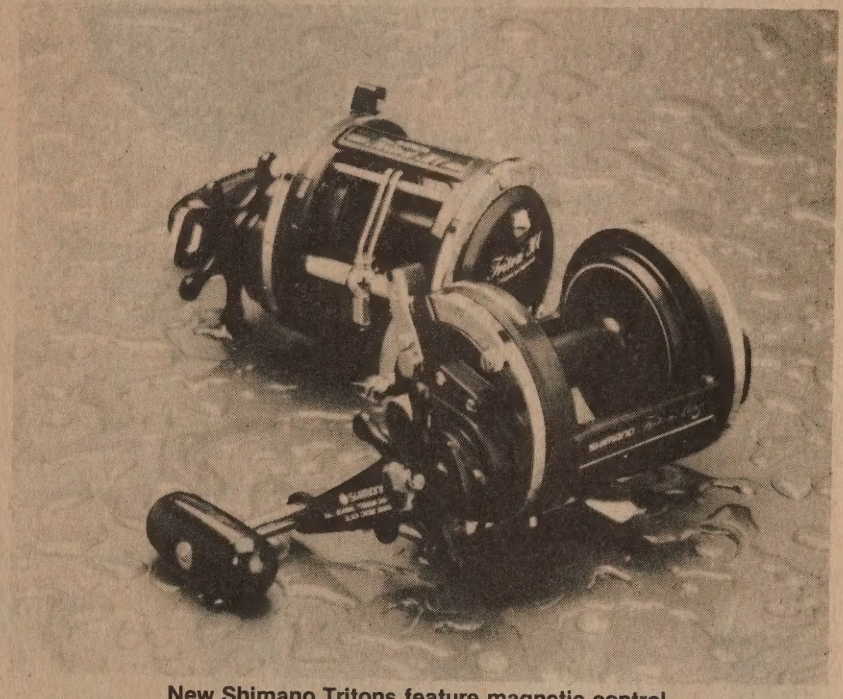
Before proceeding further, let's define the term "conventional." This is a common description for saltwater revolving spool reels. Actually, there's no basic difference between baitcasting and conventional reels. Almost all reels in both categories have star drags in addition to the revolving spool. Baitcasters invariably have level wind mechanisms, but there are also some conventional reels with the same provision. Baitcasters are designed specifically for casting, though that also applies to many conventionals. What it all boils down to is the use for which the reel is intended. Baitcasters are generally small, suitable for one-handed casting, and intended for freshwater and light saltwater fishing. Conventional reels have larger capacities, are cast with two hands (if at all) and are designed for saltwater use—though often used for trolling in large lakes.

The development of magnetic casting systems has been a big step forward in conventional reels. Not only does this make casting easier for the expert, but it enables those who were afraid to try casting with a revolving spool reel to do very well right away without developing an "educated thumb." Of course, you will lose a bit of distance if you slow down the spool too much. The big difference between the magnetic system and mechanical ones is noticed when you don't stop the spool when the lure hits the water. That's where the magnets really save the day!

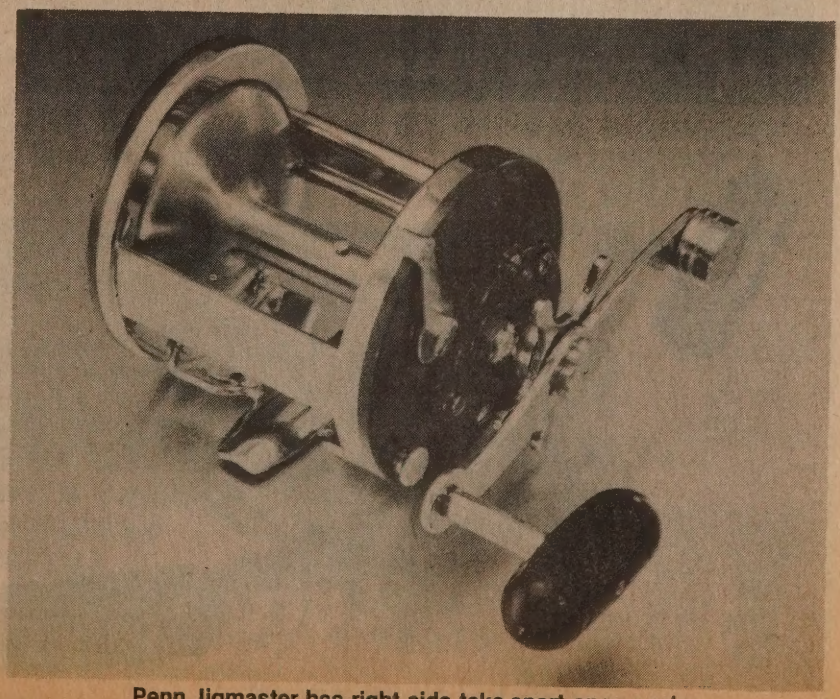
Though these reels are thought of primarily as casting models, they are also excellent for jigging. Daiwa rep Lou Rosado demonstrated that to me on Southwest Ledge last year. The desired free fall of the diamond jig can be achieved without an overrun when the jig hits bottom. Once again, the magnetic reel is well worth the extra cost to anyone fairly new to this sport.

With the upsurge in popularity of canyon and giant tuna fishing, lever drag reels are becoming ever more

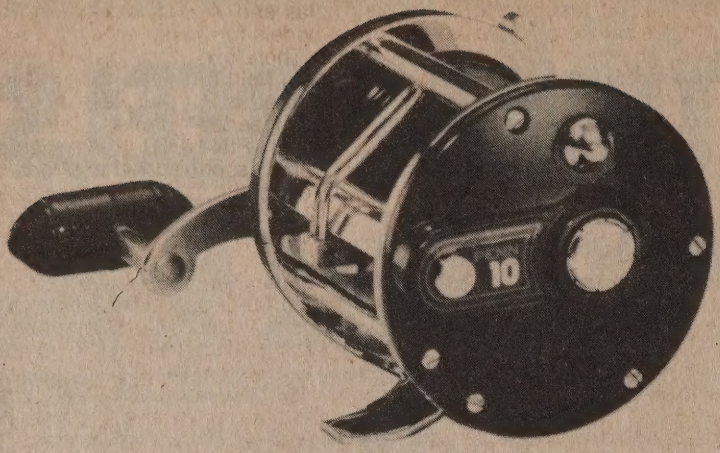
(Continued on next page.)



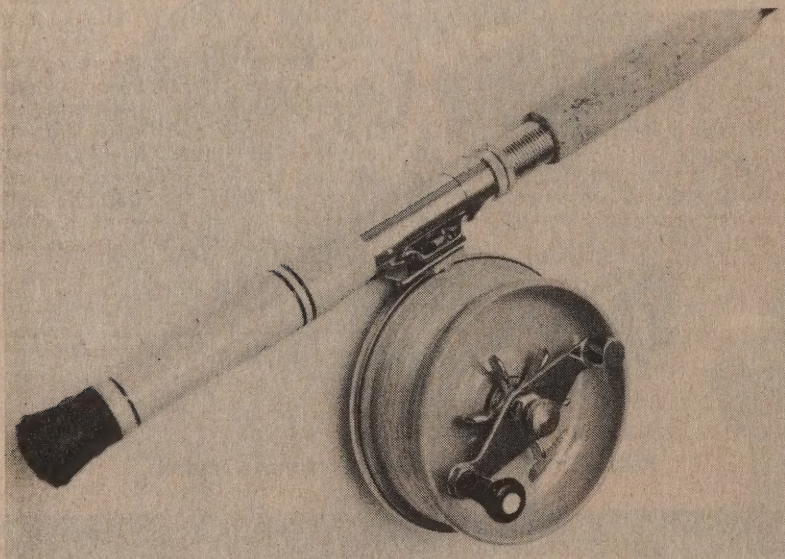
New Shimano Tritons feature magnetic control.



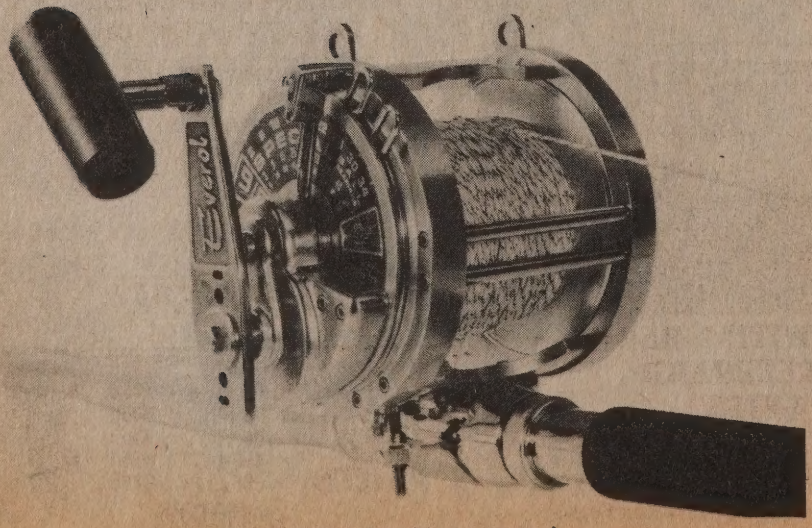
Penn Jigmaster has right side take-apart once again.



New Mag Tuned Penn 10 level wind.



Alvey reel in reeling position.



Everol lever drag big game reel.

popular. This system is a vast improvement on the star drag since the large surface area provides for cooling and a smoother, more wide-ranging drag. Unfortunately, lever drags are also heavier and much more expensive. If you're a serious big game fisherman, then lever drags are the way to go.

The big noise in conventional reels this year comes from SHIMANO. Following Penn and Daiwa into the magnetic field, they've introduced four new Triton Mags with that feature which makes backlashing virtually a problem of the past—even for beginners. All four reels have fast 5:1 gear ratios and a new ball bearing/titanium drag. The Triton Mag Mark III holds 360 yards of 20 pound and the Triton Mag Mark IV takes 480 yards of the same line. Both feature three stainless steel ball bearings. The TRN-300 and TRN-400 are level wind models with the same capacities as the Mag Mark III and Mag Mark IV, but lack the ball bearings and are a bit less expensive. The level wind guide is of stainless steel.

SHIMANO is also introducing two new models with the same capacities and features of the Mag Mark III and Mag Mark IV—except for the magnetic control. These are the Mark III S and Mark IV S. Prices are the same as for the level winds—about $10 less at retail than the magnetic reels. The two golden Tritons (with slightly smaller capacities) remain in the line. Those beautiful reels retail in the $100 area, quite a bit above the new models. All of the Tritons feature stainless steel gears and aluminum spool with stainless steel shaft.

PENN has only one new entry, the PENN 10—a Mag Tuned level wind holding 275 yards of 15 pound. The 10 weighs only 14 ounces and has a 4:1 gear ratio. Features include a single fixed magnet on the bridge to govern spool speed and eliminate backlash, stainless steel gears, reinforced fiberglass side plates, and die-cast anodized aluminum spool. The three other Mag Power reels are all non-level wind casting models with 4.5:1 gear ratios. They are the 970 (275 yards of 20 lb.), 980 (400 yards of 20 lb.) and 990 (325 yards of 30 lb.).

Another big change in the PENN line involves not a new model, but the return of the popular Jigmasters to a right-side take-apart. This much-requested change is a big one for Penn as the Jigmaster is one of its best sellers. Jigmasters are now available with either a stainless steel spool (500M) or black anodized die-cast aluminum spool (500L). Solid chrome-plated brass spacer bars also distinguish the new right-side take-apart Jigmasters from the previous versions with old-style frame posts.

Other than that, the PENN line remains the same—though it already covers everything from economy bay reels to the International lever drags. Penn is also the only company in the field offering left-hand versions of

most models, with the notable exception of the Internationals.

After broadening their Magforce casting line last year, DAIWA is standing pat—though I wouldn't be surprised to see some lever drag models introduced even before next summer's AFTMA show in Atlanta. The Magforce reels feature sealed stainless steel ball bearings, unitized frame, right-side spool tensioning, and machined aluminum spools. The 3.8:1 gear ratio SMF 170 and 5:1 gear ratio SMF 170H both hold 300 yards of 20 lb., while the 4.2:1 SMF 250 takes 450 yards of 20 lb. The standard Sealines have the same features except for the magnetic control. These increasingly popular models (with very smooth, wide-ranging drags) cover everything from the 27H (195 yards of 20 lb.) to the 900H (400 yards of 80 lb.).

SHAKESPEARE jumped into this field a couple of years ago with the Sigma trolling reels, but there are no additions this year. Features of this series are stainless steel spools, drive gears and side plate rings—except for the 5:1 gear ratio 2951-355 which has an ABS spool mounted on ball bearings. The 2951-355 (330 yards of 30 lb.) and 2951-380 (330 yards of 60 lb.) have a unique recessed drag cartridge mounted on the outside of the side plate for easy takedown and servicing. There are also two smaller level winds and three "big game" models of 4/0, 6/0 and 9/0 sizes. The latter feature the recessed drag cartridge and stainless steel ball bearings.

The ALVEY side-cast reel is famous over most of the world, but just starting to catch on in our area. This unique Australian "all spool" reel provides the advantages of both spinning and conventional reels. In the casting position it acts as a spinner, after which it is flipped up and retrieved as a conventional. Because of the large spool diameter there is a huge capacity which provides long casts without the friction created by line slap against the spool—and also permits a high actual rate of retrieve with a powerful 1:1 gear ratio. These reels come in both star drag and non-star drag versions and in a choice of plastic or tougher fiberglass spools. List prices vary from $14.55 to $86.90. There's also a 650 GR geared side-cast model with a fiberglass spool that sells for $131.35. A line of Alvey boat reels eliminates the side-cast feature and provides anglers with a modern version of the side-winders that some of the party boat pros still use.

The East Coast distributor for ALVEY is Gene Grandner, P.O. Box 14035, Gainesville, Florida 32604. Gene notes that Alvey boat reels are also becoming popular with wire line fishermen as the large inner spool diameter and width stores the wire without imposing a set or causing problems associated with over-stacking the line. It should be noted that the side-cast technique takes a bit of getting used to, and also calls for short butts on surf rods. Both Lamiglas and Kodiak are now producing models for Alvey reels.

There's nothing new in the lever drag field this year, though FIN-NOR created a stir last season with their Light series. While retaining traditional FIN-NOR quality (one-piece frame, spool and end plates turned from solid aluminum bar stock), the 12-20, 30 and 50 all are lighter than comparable Penn Internationals and not too much more expensive. The regular Fin-Nor lines goes up to the 12/0 Tri-Gear which provides a choice of 1:1, 2:1 or 3:1 gear ratios as you're fishing. That giant tuna model will set you back over $1500.

EVEROL lever drag big game reels are once again being distributed by Bruce Heitman at Marine Sports International, 627 High Ridge, Orange, CT 06477. These Italian reels range in list from $395 for the 2½/0 to $873 for the 12/0 and $1208 for the huge 14/0.

Also holding the line this year are ABU-Garcia with the Ambassadeur 10,000C (dual gear ratio casting and trolling reel), BROWNING with the Mitchell 600 series, and RYOBI with the eight-model AD trolling reel series. NEWELL didn't appear at the AFTMA show, and attempts to obtain information from that company have proved fruitless.

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ELECTRONICS... The Odds Makers

by Russ Wilson

Anyone contemplating the purchase of a new fishing machine should give serious consideration to the selection of electronics he will be using with his new rig. In today's scenario, electronics play a major role and the angler who does not keep up to date on what is available is at a disadvantage.

It was not too long ago when you could get by with only a minimum amount of electronics on an inshore fishing boat. Those days are gone. You need all the help you can get if you hope to keep pace with the competition. Some basic electronics will give you that edge.

No fishing boat should be without a reliable chart recorder. This is a must item and should be included with the purchase price of your new rig. A good recorder will set you back several hundred bucks and it is money well spent!

There are a number of excellent recorders on the market and I am not about to say one is better than the next. I will say, however, that I've been using one of the Lowrance X-15 machines for two years without a bit of trouble and it has paid for itself many times over in additional fish that I might not have caught if I did not have the recorder on the boat!

Loran is another basic item and due to modern technology and mass production techniques, Loran is now within the reach of most boat owners. This is a wide open market and prices vary as much as $1,000 between units that perform similar tasks. Shop around before you lay down those hard-earned dollars and you should be able to find a good unit for about $600 to $1,000 depending on which features you feel are necessary for your particular type of fishing needs.

I've used the Texas Instruments

Graph recorders and Loran receivers help you beat the odds and find more fish. Smaller size Lorans fit inside console radio boxes.

9000-S for the past year and had no trouble whatsoever. There is one shortcoming to this Loran unit since it gives only one readout at a time while most other units give dual readouts constantly. I can overlook this one flaw since the unit works perfectly, but if you happen to want an exact location of a wreck or bottom piece you must stay over it until the T.I. gives both numbers, while with other units of similar cost you can get the dual readouts.

A few years ago, before I had the Loran unit I did not give a second thought about running a dozen miles offshore on a compass course. Today, after using the Loran I would feel completely lost if I had to operate with only a compass to get me home. You do reach a point where you are totally dependent on the electronics.

Freshwater anglers have always followed water temperatures closely, but in the salt chuck no one really paid too much attention to water temperatures except during the early season when some species of fish do not venture inshore before water temps hit a specific point. Today more and more fishermen are finding that water temps are very important to a successful fishing trip and that the addition of a water temperature gauge is no longer a luxury.

One item that every boater should have is a good radio. I did a lot of fishing without having a radio on the boat and I was one lucky person. Fortunately, I never suffered a breakdown during those years I operated without a VHF. Other anglers have not been as lucky—and some have only their radio to thank for their still being here today. 'Nuff said; you do need a radio if you are going to fish ocean waters.

One of the most important parts of having electronics is knowing how to use them and having them placed where you have a constant view of what's going on down in the deep.

All equipment comes with a handbook. The smart angler will take the time to read and absorb what's written in the handbook. The lazy fisherman will not bother to read about his equipment and will never get full service from it.

I am not a good learner nor do I retain everything I read. For that reason alone, I always carry the handbooks for all of my electronics on the boat. If I get in a bind I just read the part that pertains to my particular problem and then follow the suggestions listed in the book. Usually that solves the problem, but if I am still in doubt I check with the person who sold me the unit and who should know the solution to any question I (or any purchaser) might have.

To get the full benefit of any piece of equipment you must have it readily available. Recorders are not much good if they are installed in some out of the way spot. Ditto for a Loran unit or a water temp gauge. My electronics are right at eye level on the console. The recorder sits to the left, Loran unit in the center, compass on the right and water temperature gauge in the instrument panel. The radio is installed so it fits into the compartment in the console which is readily accessible but still out of the way.

All wires are rigged under the deck so they are not in the way of feet, and cannot be broken. This method of rigging is a little more time consuming, but in the long run it will save you money since you will not be repairing broken wires or constantly sidestepping to avoid the exposed wiring.

Now that I've got all these goodies on my boat, I wonder how I ever caught fish before. Those rough bottom grounds where blackfish, sea bass and porgies are found were always located by shore ranges and striped bass and bluefish hotspots were strictly a fish and hope deal. Some days I caught fish fast as I could drop a bait to bottom or toss a plug and it was all done by guesswork.

Today I know the Loran numbers of each spot and have a chart of the bottom structure so I know exactly where my baits are when I throw the reel into free spool. The guesswork is gone and many of those shore ranges are no longer necessary. Unfortunately, I am not catching any more fish than I did before and the reason is that most of the other fishermen are using modern electronics to beat me at my own game!

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SHARK ROD

by Dave Arbeitman & Grant Toman

In a relatively short period of time, shark fishing has become one of the more popular forms of angling along the Northeast Coast. The reasons for its popularity have been told many times before. Even though methods and predominant species change to some degree from Maine to Virginia, one thing remains constant: your tackle must be of the highest quality. While most of the sharks you'll encounter will range from 75 to 200 pounds, a 500 or even 1,000 pound brute can cruise into your chum slick at any time. When this occurs and you are lucky enough to hook up, you can't afford tackle failure. Don't learn this lesson the hard way. Start off with top-notch tackle, beginning with your shark rod.

Sharks can put your tackle under tremendous strain. The components of your rod, starting with the blank must be able to withstand the pressure and not fail. For shark fishing, the blank that we have the most confidence in is the J Kennedy Fisher XW2507. This is a seven foot long, hollow fiberglass, 50 lb. class trolling rod blank. The blank is so strong that many fishermen use 80 lb. line and 9/0 reels on them without any failures. The blank features a fast tip with an extremely strong butt section. This is very helpful for setting the hook on a shark. This also gives the rod plenty of reserve power for pumping and lifting a large shark up from the depths. You can put tremendous pressure on the shark and not worry about your rod collapsing under the strain.

All of the components on your rod must be strong and of the highest quality. When fighting big fish—whether it's a shark, a tuna, or a marlin—the odds are against you to begin with. Don't make the odds greater by using inferior tackle. Don't cut corners, or you might as well stay at the dock.

We recommend the Aftco ARS-2M reel seat for this rod. It is an aluminum machined hood reel seat that is both lightweight and very strong. This reel seat can withstand the strain of a big fish and not fail. Aftco offers the reel seat in three colors: silver, all black and black with gold hoods and locking nuts. Aftco anodizes the aluminum for protection against corrosion from saltwater.

Grip material is a matter of personal preference. Some people prefer cork grips because of its hardness, while other people prefer synthetic grips such as Veltex and Mouseskin because they are both a little softer than cork, making them easier on your hands. Make your choice based on what feels the most comfortable in your hands.

Big sharks need a "big" rod to beat them.

The length and diameter of your grips is just as important as the type of grip you've chosen. Starting with the rear grip, we recommend a length of 10 inches plus a gimbal. This length allows you to comfortably fight a fish either standing up with a gimbal belt or seated from a fighting chair. This length is approximate, and depending upon your individual

needs, the length could change by an inch or so in either direction. The diameter of the rear grip must be compatible with the inside diameter of your rod holders. Most rod holders will accommodate up to 1½ inches in diameter. If your rear grip is larger than that, taper it with sandpaper accordingly before you wrap on the guides. The rod will take a #3 nylon gimbal, or if you prefer, a similar size chrome brass gimbal or one of the new Aftco aluminum gimbals. The length of your foregrip is not as critical as the diameter of it. Use a 12 inch foregrip and you'll have no problems. However, make sure the diameter of the grip fits your hand comfortably. This is very important when fighting a fish for a long time. When the grip is too large for your hand, you can't put maximum pressure on the fish. Conversely, when the grip is too thin for your hand, prolonged periods of extreme pressure can cause cramps in your hand.

For shark fishing, we prefer Fuji RSG trolling guides. The guide rings are silicon carbide and the one-piece frames are grey colored brass. The frames have a single foot in the front and two feet in the back which straddle the blank on each side. One of the main reasons that we prefer these guides is that your line is always touching the guide ring. This is not always the case with roller guides. When a hooked mako jumps out of the water, your line follows the flight of the fish. If your rod has roller guides, the line will be off the rollers and hitting the top of the frame. However, with the Fuji guides, your line would be touching the guide ring at all times.

Build this rod with 5 guides plus a tiptop. The top is a Fuji RST 12F(18). This is a silicon carbide trolling rod top with a #12 ring and a #18 tube. The guides are as follows: 1-#12, 2-#16L, 1-#16 and 1-#20. The guide spacing is always measured from the center of each ring to the center of the next. The guide spacing from the tip down is: 7, 7, 8, 9 and 10½ inches.

Shark fishing can put both you and your tackle to the ultimate test of strength and endurance. Keep your body and your tackle in top condition. We can't help you with your body, but we can help you with your tackle. Build your rod with top quality components and it won't let you down. If you have any questions concerning component selection or rod building, drop us a line in care of The Fisherman Magazine.

Alternate Blanks:
Dynaflex 5084—Fiberglass
Dynaflex 0908—Fiberglass
Fenwick 8450—Fiberglass
Fisher XW2307—Fiberglass
Fisher X5080—Graphite

Alternate Reel Seats:
Varmac NF 3H

Alternate Guides:
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Pucci Roller Guides
Aftco HD56 Roller Guides

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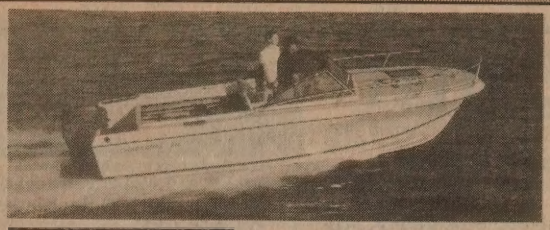

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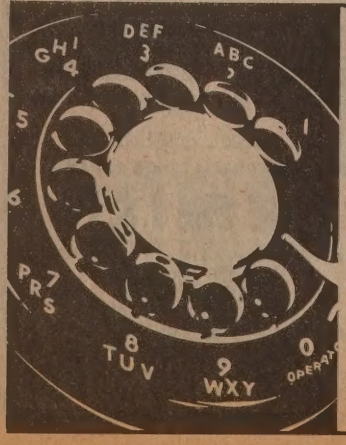

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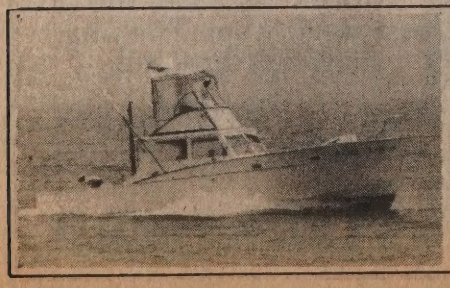

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East End REPORT
with Stu Miller

Cod remains the only game in town, with decent catches continuing to be made.

MONTAUK

A call from Capt. Paul Forsberg of the **Viking Fleet** told of some very good codfishing Saturday at both the CIA Grounds and Cartwright. A 45 lber. was hoisted by Artie Dassler of New Rochelle. Fish averaged 6 to 12 lbs., with 40 men taking approximately 200 cod. Though things were a bit slower Sunday, Paul passed on the word that the set liners (commercial fishermen) have been doing very well with cod the whole weekend, indicating there are lots of fish around, pointing to a continued strong fishery right through spring. Note that the **Viking Fleet's** codfish derby is now in excess of $1100.

South Shore REPORT
with Fred Colofaro

A welcome dose of spring-like weather stirred activity on the fishing front in this area. Party boaters who gambled on cod were content to bask in Sunday's sunshine and balmy temperatures, while the few who came looking to fill the freezer went home, mostly disappointed.

The first solid flounder report filtered in and it came, to the surprise of no one, from the Quogue Canal.

MORICHES BAY & INLET

The first "official" flounder report is now a matter of record thanks to Larry Dallaire of **L&M Fishing Station** in East Moriches. Larry called to report three boats left his station on Sunday morning in quest of flatties. Two struck out, but one pair of anglers, Frank Guzman and Frank Garcia returned with a fine catch of three dozen flatties to 1½ lbs. The pair worked both buoy 7A and a spot equi-distant between the first and

MONTAUK POINT

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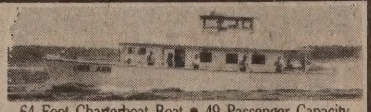

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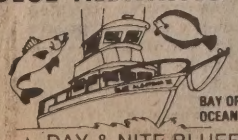

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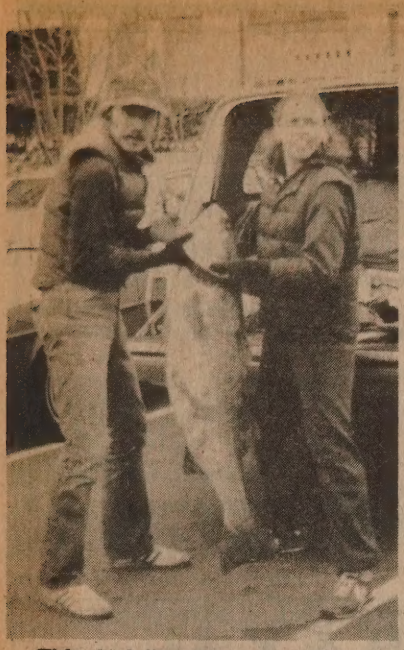

This 41.8 lb. striper was taken out of the Montauk surf last November by LIF subscriber, Bill Gardner. Giving him an assist is his wife Elaine. Fish was weighed at Johnny's Tackle Shop in Montauk.

second bridges. The pair used sand worms and mussels and mussel chum. Larry felt that the worms and mussels made the difference for the two. Neither of the other two boats carried either baits. Needless to say, Larry is open and ready to go with an optimistic long range weather forecast, is expecting a good turn out of flatfish fans for next weekend. For information on local conditions and rentals, Larry can be reached at the station 878-4777.

A rush phone call received Monday morning from **Skippy's Bait and Tackle in East Rockaway** informed us about a great flounder catch, perhaps the first good one of the '84 season. Ed Groskinsky and son Bob of East Northport boated 82 keeper flounder to 2½ lbs. on sand worms and clam chum at the first Westhampton bridge in Moriches Bay. In addition, there were 12 throwbacks. Incoming tide was best, fishing in 15 feet of water Sunday.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Al "The Shark" Colban of **J&R Sports Center in Oakdale** related a couple of secondhand reports of a few flounder taken in the Shinnecock Canal, along with some activity in the Quogue Canal recently. He knew for a fact that some local clammers had been catching some big flounder in the 1 to 1½ lb. class near buoy 7 in West Channel. The bait—fresh clams

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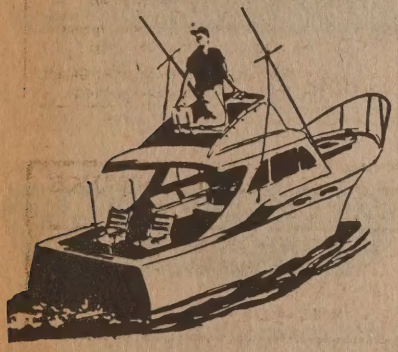
naturally! For freshwater fans, trout fishing continues to be good in Connetquot State Park and a few nice trout along with quite a few small fish continue to be taken out of Bubbles Falls and Rattlesnake Creek.

Over at **Captree** where cod should remain the main attraction for at least another two weeks, fishing has been inconsistent at best. As an example of the roller-coaster pattern that has developed, Captain Speedy Hubert of the **Speedy VI** reported over 120 cod on Friday's trip for just 20 fares. Pool fish was a 28 lber. In comparison and despite Sunday's beautiful weather, both weekend days rated a blunt "poor" from the skipper.

Captain George Tweedy of the **Captain Scotty 3** labeled the fishing hit and miss in describing the overall picture as fair with most trips averaging out to 1-2 cod per man. Pool fish on most days in the 30 lb. range and still some blackfish on the wrecks. Average size of the cod has been 6 to 10 lbs. The special boat cod pool is now up to $850.

Captain Ken Burkmire, new captain and owner of the charter boat **Taryn-Ann** (formerly the Lady Ann), advised that he's putting the finishing touches on the vessel and is now booking for the '84 season. Ken has been a fixture at Captree for many years, with his latest tour of duty having come aboard the open boat Capt. Leitch.



West End REPORT with Stu Miller

Though we should be hearing of flounder activity soon, codfishing maintains the limelight.

WEST END BAYS/ JONE'S INLET

Sailing out of Freeport, Captain Richie Kessinger's **StarStream II** talked of good catches Thursday

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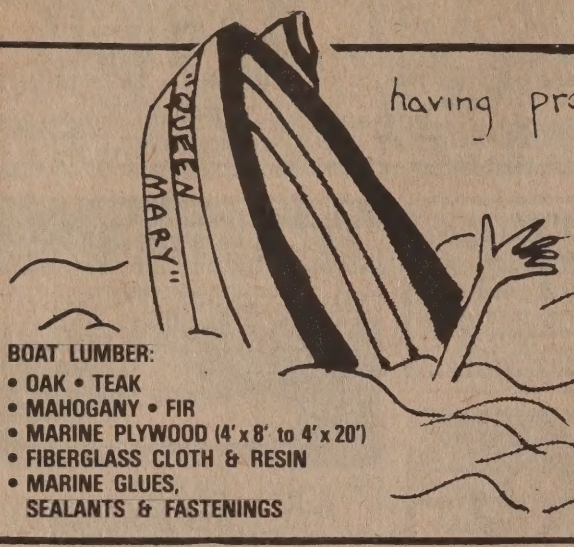

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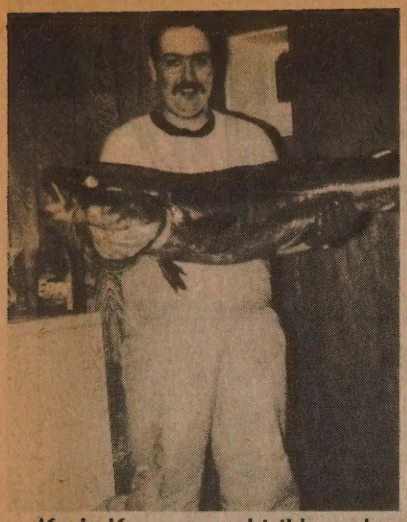
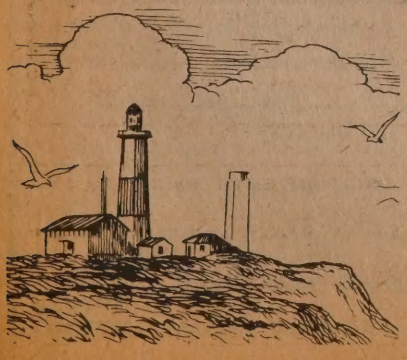


Kevin Kramer caught this pool winner aboard the Freeport based, "Capt. Al."

through Sunday. On Thursday, 13 fares made 60 cod, with high hook being 9 fish. Friday's haul was roughly 70 cod. Fish are averaging 8 to 16 lbs. Sunday saw Bronx angler Dominic Ortiz deck a 46 lb. pool winner, while Francine Schupback of Hastings, NY was happy with her 37 lber. Dan McGrath of Forest Hills decked a 29 lb. cod. Seventy-five fish was the count for the day and high hook was 5 cod.

Aboard Capt. Jim's **Super Spray II** there was good codfishing Friday. The pool fish went 40 lbs. and several 35s were taken as well. A few doggies have been noticed mixed in again with the water starting to warm slightly. Jimmy has been working mostly wrecks and also a few open areas. Five pollock were taken on Sunday's trip from 5 to 15 lbs. mixed in with some cod. They also had several red hake in the 10 lb. class and a few jumbo blackfish of the 10 lb. variety. Generally speaking, the weekend was tough though fish were caught both Saturday and Sunday, with Sunday being the better of the two.

From Capt. Billy Lindroth running the **Capt. Al** we heard of regular Manny from Brooklyn on Thursday bagging up with 12 cod up to 18 lbs. Friday's high hook was 5 cod up to 25 lbs. for New Jersey regular Jim Murphy. The weekend was slower. Action continues to be on wrecks.



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COX BOAT TRAILERS—Direct factory purchase pricing: 12'-$299; 14'-$320; 15'-$350; 16'-$385; 17'-$410; 18'-$530; 20'-$685; 22'-24'-26' avail. Roller cradles, galvanizing, or brakes optional. North Jersey. 201-736-3909.

On Water Boat Deliveries: U.S.C.G. Licensed captains. MARINE SURVEY SERVICE, 516-842-5928/757-7041.

2 Aquanet Shafts, 1½"x14' long; 2 struts; 2 intermediate bearings; 2 stuffing boxes. All in very good cond. Call Tony, 212-646-2640. $1000.

Phone In

COMMUNICATIONS

WE INSTALL AND SERVICE RESIDENTIAL AND BUSINESS TELEPHONE SYSTEMS

There is no reason to accept that old and outdated telephone equipt you now have. By purchasing your own custom tailored communications system you can save money, improve your service & make your business run more efficiently. We are your Full Service Telephone Company. Ask us for a free evaluation of your present phone system. Call Now! 212-961-3614. If busy, please leave name & phone number.

COMPASSES—COMPASSES—COMPASSES
Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

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GOVERNMENT JOBS. $16,559-$50,553/year. Now hiring; your area. Call 805-687-6000, Ext. R-3617.

FISH TANKS: 2-125 gal, 2-20 gal. Long stands, tops, lights, filters, gravel, heaters, plants, rock backgrounds. $400 takes all. 212-886-2910.

CHARTER the finest fishing boats in Freeport. Call BLUE FIN for brochure & info. 516 or 212-352-2986.

FULLY LICENSED CAPTAIN—Water deliveries, boat/navigation instruction; charters & trips. NAVIGATION SERVICES, 516-795-4498.

REGINA M—Now booking charters for 1984. Fast 22' Mini-Sportfisherman, CG Licensed 1-3 passengers. Full elect. & all tackle. Inshore/offshore from Island Park. Inquire about reasonable rates & split charters. Beginners welcomed; we'll help. Capt. Pete Mikoleski after 6PM. 212-478-4133.

Want to sell your boat directly and avoid brokers commissions? AMERICAN BOAT LISTING has anxious buyers waiting in NY, NJ & CT. All sizes wanted; power & sail. 516-379-6278.

EXTERMINATING Service: Roaches & termites, rats, mice, etc. Fully licensed & certified. GENERAL CORP., Queens, 361-7400; Nassau, 731-7100; Suffolk, 293-1819.

COOPER'S GALLEY
FIRST QUALITY commercial rain gear at wholesale prices. Full line O.D. & camouflage rain gear & hunting gear. 725-0661. COOPER'S GALLEY, West Water St., Sag Harbor, NY 11963.

BAIT & TACKLE Business. Established 19 years. Prime East End location. Positive cash flow. Owner financing. Priced to sell. LANDMARK REALTY, 516-728-6160.

GREAT GIFT IDEA! Solid cast metal fish belt buckles. Avail. fluke, blue, striper, flounder, tuna, porgy, shark, harpoon dart. Also avail. striped bass pin. $6.95 ea. Send ck. or M.O. to: P. MILLER, 150 Babylon Tpke., Merrick, NY 11566.

LOOKING For a foot rest Fighting chair & Fin-Nor reels. Nights: 516-728-8269.

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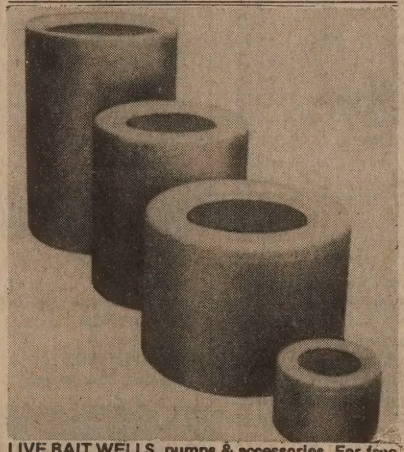

LIVE BAIT WELLS, pumps & accessories. For free brochure send $.25 p/h. THE CADDY CO., 57 Bayonne Av., Dept. E, Central Islip, New York 11722; 516-234-0144.

PAINTING: Interior & Exterior by Jack "The Painter" Murray. Let us paint while you fish. 516-273-0960.

SMOKED EELS—Always fresh; always available. Wholesale; retail. VALLEY FOOD PRODUCTS, 560 Franklin Av., Franklin Square. 516-561-6191.

Summer Dockage & Winter Storage avail. Deep, wide, picturesque river in Copiague, 20 mins. to Frank & Dick's. Full service: Mercruiser, OMC & Volvo. Used boats for sale. Check us out. 519 MARINA, 519 Boatyard. 516-842-1579/789-8789.

FOR SALE!
KEENE, N.H.—4.2 Wooded Acres. Water & elec. access. Must sell. Asking $7500. Call after 6PM. 516-725-3915.

BEACH BUGGIES

1970 TOYOTA Land Cruiser Jeep, 6 cyl. 4-wheel drive. Oversized tires, winch. Many new parts. $1450. Eves: 212-833-7183.

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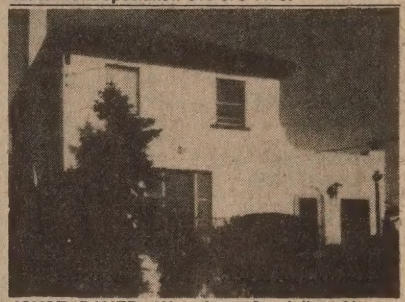
FANTASTIC FLORIDA KEYS FISHING
Rent—Duck Key Condo. Sleeps 4. Furnished, convenient and reasonable. 516-589-7005.

KEENE, N.H.—4.2 Wooded Acres. Water & elec. access. Must sell. Asking $7500. Call after 6PM. 516-725-3915. TFN

WATERFRONT COTTAGES FOR RENT!
Live year-round in charming cottage w/excellent dockage. Rents from $700 & up. JOYCE BAYER, Waterfront Specialist. 516-378-1175.



JOYCE BAYER, Waterfront Specialist. Houses from Oceanside to Massapequa. From $70,000-$500,000. Exclusive listings in Oceanside, Baldwin, Freeport, Merrick, Bellmore, Wantagh, Seaford, Massapequa. For Appt: 516-378-1175 or 379-4766.

WOODED ACRES FOR SALE
Delaware Co., Hamden-Andes area. Prime deer & turkey hunting land. Only a few miles from the famous "Papacton Res." Plus great trout streams nearby. Very reasonable. Jake, 607-746-2987.

WATERFRONT! BOATMAN'S PARADISE FOR SALE! 125' Bulkhead, close to Jones Inlet. Excellent fishing! Spanish Colonial, 3Br, fireplace. Large property;low taxes. $142,000.

DISTRESS SALE: 3 Prime lots in Silver Spring Shores, FLA. $20,000 for all 3. 516-433-4427.

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Charge it on MasterCard or Visa. We'll even bill you later!

THE Fisherman
P.O. Box 1994, Sag Harbor, N.Y. 11963

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	7:05	7:35	7:55	8:15	7:40	8:10	8:25	9:00	10:25	11:05	10:25	10:55	7:00	7:25	2/16
FRI.	7:55	8:25	8:45	9:05	8:30	9:00	9:20	9:50	11:20	11:55	11:15	11:45	7:50	8:15	2/17
SAT.	8:45	9:15	9:35	9:55	9:20	9:50	10:10	10:40	—	12:15	—	12:05	8:40	9:00	2/18
SUN.	9:30	10:05	10:20	10:45	10:15	10:45	11:05	11:30	12:45	1:05	12:35	12:55	9:30	9:50	2/19
MON.	10:25	10:55	11:10	11:40	11:05	11:40	11:55	—	1:35	2:00	1:25	1:50	10:15	10:45	2/20
TUES.	11:15	11:50	—	12:00	—	12:00	12:25	12:55	2:25	3:00	2:15	2:45	11:10	11:40	2/21
WED.	—	12:10	12:30	12:55	12:30	12:55	1:25	1:55	3:25	4:05	3:10	3:45	—	12:05	2/22
THURS.	12:40	1:05	1:30	1:55	1:25	1:50	2:25	3:00	4:35	5:25	4:05	4:45	12:35	1:05	2/23

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	−0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 2/16	6:57	5:34
FRI. 2/17	6:56	5:35
SAT. 2/18	6:54	5:37
SUN. 2/19	6:53	5:38
MON. 2/20	6:51	5:39
TUE. 2/21	6:49	5:41
WED. 2/22	6:47	5:42

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 2/16	5:09PM	6:55AM
FRI. 2/17	6:29PM	7:33AM
SAT. 2/18	7:47PM	8:06AM
SUN. 2/19	9:03PM	8:36AM
MON. 2/20	10:16PM	9:04AM
TUE. 2/21	11:28PM	9:32AM
WED. 2/22	—	10:03AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
2/1	2/10	2/17	2/23

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

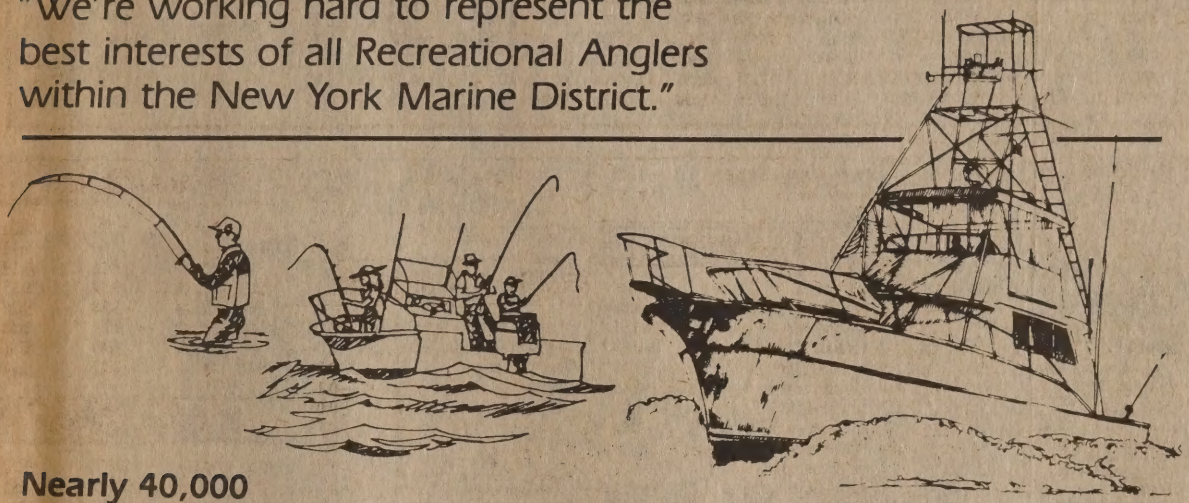
The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	4:15	10:25	4:35	10:55
Fri.	5:10	11:20	5:30	11:45
Sat.	6:00	—	6:35	12:20
Sun.	6:55	12:45	7:25	1:10
Mon.	7:55	1:45	8:25	2:10
Tues.	8:50	2:40	9:20	3:05
Wed.	9:45	3:35	10:15	4:00
Thurs.	10:45	4:35	11:15	5:00

Stand Up & Be Counted!

join the new york sport fishing federation

"We're working hard to represent the best interests of all Recreational Anglers within the New York Marine District."



Nearly 40,000 members strong, the federation has been & is actively involved in the following issues:

- Development of Bluefish & Weakfish Management Plans
- Establishment of an East End Marine Weather Station
- Opposition to New Federally Proposed Salt Water License
- Development of an Annual Sport Fishing Forum
- Passage of the Striped Bass Management Bill
- Resolution to Protect Bluefin Tuna within the 200 Mile Limit
- Recreational Representation on the Mid-Atlantic Council
- Billfish Management Plan
- Expenditure of D.J. Funding
- Beach Access
- Netting in the Bays

Name of Individual or Club Rep. _____

Address _____

State _____ Zip _____ Phone _____

Name of Club or Business _____
(please make checks payable to NY Sport Fishing Federation)

☐ **$10.00 Supporting Member (individual or business)** ☐ **$50.00 Club Membership**

Mail To: **new york sport fishing federation** **P.O. Box 240, Oakdale, NY 11769**

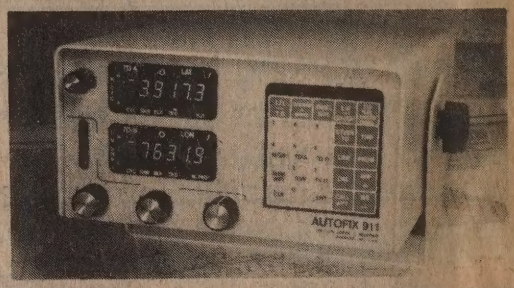
★SHANE'S MARINE★

L.I.'S BIGGEST BOATING-SUPPLY CENTERS
1 WEEK ONLY BOAT SHOW SALE
FEBRUARY 18-26th

OWN THE FAMOUS NELCO 911 LORAN FOR AN UNBEATABLE $995.00

Through a special purchase by Shane's Marine you can now own the amazing Nelco 911 Lat/Lon Loran-C for only $995.00. With its keyboard abbreviations in conversational English it is one of the simplest to operate and understand. Lorans available features: 40 waypoint memory and 6 trips, bearing in degrees, distance in nautical miles, time to destination, speed in knots, steering data in left/right or compass course to steer.

List $1,775.00 (Limited Quantities) *Boat Show Special* **$995.00**



SHANE'S MARINE leading the fleet with the all New

NORTHSTAR 800

The first affordable Loran-C navigator with the famous Northstar quality and "Easy-to-use" operation. Just press a button, the "Northstar 800" puts a wealth of navigating information at your command. 100 way-point capability can be stored in up to 99 routes. Contains 6 pre-set notch filters. Operates on 12 VDC. Complete with "Level II" coupler. Unit is completely self contained. Follow the Northstar. It's never been easier or more affordable.

List $2,395.00 *Boat Show Sale* **$1,750.00**

"THE GRADUATE"

THE TOP OF ITS CLASS

Aqua-Meter introduces the world's most versatile depth finder/fishfinder. Combining all the following into one handsome, space saving unit: L.C.D. Depth Display with 1/10 foot resolution. Digital Depth Display in 3 digits. Eight depth ranges from 0-12" up to 800'. Zoom feature for a high resolution look at fish or structure. 4 separate alarms; shallow, deep, fish spot and anchor watch. L.C.D. digital speedometer, knotmeter. Surface water temperature in an L.C.D. digital display. Your choice of transducer installation; both providing you with speed, sea temperature, and depth.

Inboard installation (3 separate thru-hull transducers)	Outboard and I/O installation (1 multi-transducer)
List $585.65 **$319.95**	List $539.65 **$289.95**

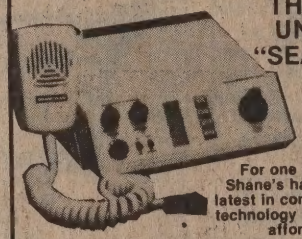
NEW!

SI-TEX HE-357 MAGNUM Cassette Loading Recorder

A "compact 4" white line recorder operating at the optimum shallow water frequency (107 KHZ) for sharp definition and resolution of better than 4 inches. 20°-36° cone angle for wide bottom picture. 5 depth ranges 0-15' to 300'. 100 watts, clean echo, straight, white & clean line selections. Complete with transom mount transducer.

List 599.00 *Boat Show Sale* **$329.95**

Shane's Marine Gives you 64 Reasons Why You're Crazy to Buy a 50 Channel VHF Radio ... But You Only Need One!



THE NEW UNIDEN "SEA HAWK 64"

(Limited Quantities)

For one week only Shane's has made the latest in communications technology unbelieveably affordable!

The Uniden Sea Hawk 64 is a fully synthesized 60 channel VHF marine radio boasting the maximum FCC allowed 25 watts. It features instant access channels 16, 6, 22 and 68 plus 9 weather channels. Watertight and non-corrosive this 7¼x9x2 radio must be seen to be believed.

Mfg. List $429.95 (Limited Quantities) *Boat Show Sale* **$179.95**

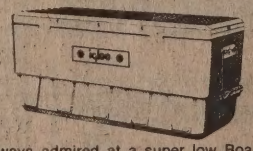
Mfg. List with Shakespeare 6db 8' Antenna & Ratchet Mount $517.85 *Boat Show Sale* **$199.95**

Hundreds of Similar Savings Available — Stop By Either Store or Our 40 Foot Booth at the Nassau Coliseum for More Savings Like These:

Better Boating Region III Chart Kits	List $54.95 **$42.95**	**Boatmens 1120G Folding Chair w/Gimbal**	List $221.58 **$99.95**
Boatmens 6218S Laydown Seat	List $238.74 **$129.95**	**Powerwinch Trailer Winches 50% OFF LIST**	

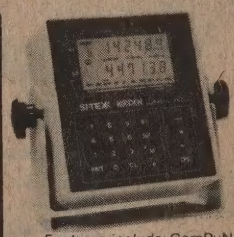
	List	SALE
Si-Tex SH-2 Flasher	$209.00	$119.95
Si-Tex FL-5 3 Color Flasher	$349.00	$189.95
Si-Tex DL-1 Digital	$339.00	$189.95
Si-Tex He-356A Recorder	$569.00	$299.95

50% OFF IGLOO'S 151 QT. GIANT ICE CHEST COOLER



The Giant you've always admired at a super low Boat Show price that you'll probably never see again. The Igloo 151 is big enough to hold 300 lbs. of your daily catch with a waffle design lid that can support 500 lbs. of crew. Comes with rope and wood handles for easy carrying. All white. (43"x19"x20")

Mfg. List $287.99 *Boat Show Special* **$143.99**



SI-TEX 787C LAT/LON LORAN C

revolutionized the world of Lorans creating the smallest most current state-of-the art designed receiver you can buy, with all the reliability and performance features you expect from SI-TEX.

Features include: ComPuNav steering, 8 position memory to display position in Lat/Lon, cross track error in 1/100 of a mile, distance to go in nautical miles, Loran headings and bearing to waypoint in degrees, time to go and speed over bottom in knots. An amazing unit at an amazing price!

List $1395.00 *Boat Show Sale* **$819.95**

50% OFF INTERLUX Bottom Paint

Put on the best for less. Shane's brings you the #1 marine paint manufacturers stocked antifouling paints (except Micron), at a price that will get you to haul craft & start painting

ZODIAC'S ZED-31 YOUR PASSPORT TO BOATING PLEASURE!

A 4 passenger inflatable that's safe and tough at a price you can afford. The "Zed-31" sports a super strong multi-ply marine plywood transom. She can handle up to 10 H.P. outboard. Other outstanding features include: marine ply sectional floor boards, spray hood, windshield, oars, motor mounting plate, foot pump, grablines and repair kit. Shipped complete in easy to transport bag.

List $730.00 *Boat Show Sale* **$589.98**

Look for All New 1984 Catalog Featuring Famous Shane's Early Buys!

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MARINE Shane's

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BABYLON, N.Y. 11702
(516) 422-3300

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